CYCLE NEWS

THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

WEST

October 24, 1968
VOLUME V NUMBER 39

25¢

REVOLUTION BY EVOLUTION

See pages 4 & 5

PREVIEW OF THE NEW AMA COMPETITION CONGRESS AGENDA

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

OCT. 6 – 100 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.–Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 – 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd., St. Louis, Mo. 63125–Old Mines, Missouri – Entries from AMA or promoting club.

OCT. – SPORTSMAN NATIONAL

CHAMPIONSHIP ROAD RACE Florida Harley-Davidson Dealers Assn., Miami, Fla.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

EVERY TUESDAY NIGHT

250cc CLASS A SHORT TRACK at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 6 p.m., race 8 p.m. 40% purse, fuel burners welcome. Ph: (213) 923-7115. CANCELLED

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

SEE AD THIS ISSUE

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SEE AD THIS ISSUE

MONDAY, OCTOBER 7th

DISTRICT 36 REFEREE'S MEETING at Hayward M.C. Clubhouse, Hayward, Cal., 8 p.m. '69 Rulebook to be finalized, send delegates.

SUNDAY, OCTOBER 13th

MOTO-CROSS at Carlsbad, Cal. by CMC. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 5.

SEE AD THIS ISSUE

HARE & HOUND by Checkers M.C., Annual "Check Chase," 10 a.m. start, limed from Red Rock Cyn., Cal.

MINI-BIKE MEET (age 6 years and up) at Saddleback Park, Orange, Calif. Call (714) 639-5832 for info.

SEE AD THIS ISSUE

MOTO-CROSS (sportsman, AMA sanct.) by Kapital Katz M.C. of Austin, Texas. Contact J. Blanton or A. Tillman, Box 6306, Austin, Tex. or call (512) GL 3-4555.

ACA MOTO-CROSS, Saddleback Park, Cal. Nat'l pt. event. Signup 8-10 a.m. Entry $3.00, 100cc-Open, Jr. & Sr. (714) 528-4290.

SEE AD THIS ISSUE

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Double Dist. 35 pts., Memorial Race to benefit family of Larry Fessenden. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). Info Box 2177, Orcutt, Cal. or (805) WE 7-5836.

2nd ANNUAL PACIFIC COAST CHAMPIONSHIP MOTO-CROSS & SCRAMBLES Expert entry limited to 25, unlimited Nov./Exp. Scrambles entry (5 classes). Scrambles 9 a.m., Moto-Cross 12 noon. For info contact Seafair City M.C., P.O. Box 963, Auburn, Wash. or call (206) TE 3-7313 or UL 2-8941.

SEE AD THIS ISSUE

SCRAMBLES by Sierra M.C., AMA sanc., 1 mi. east of Lincoln, Cal., corner Gold Hill & Hungry Hollow Rds. Signup, prac. 9-11 a.m., race noon. Info (916) 885-5491.

TT SCRAMBLES by Hi Boots M.C. at Dehesa track, near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

WEDNESDAY, OCTOBER 16th

MOTORCYCLE MOVIES at Barnacle Bill's Tavern, 1846 E. Huntington Dr., Duarte, Cal., 8:30 p.m. start. Info (213) 357-3860.

SEE AD THIS ISSUE

SAT. & SUN., OCT. 19 & 20th

PIONEER 100 MOTORCYCLE & DUNE BUGGY RUN at Parker, Ariz. Five 26-mile loops, money, trophies. Mail entry $5, at race $10. Send to El Rio Yamaha, Rt. 1, Box 857, Parker, Ariz. (602) 669-2466.

ROAD TOUR by Red Tops M.C. in Panorama Hgts., Calif. For info, call (714) 429-3557.

SUNDAY, OCTOBER 20th

ACA 5th ANNUAL U.S. GRAND PRIX, Willow Springs Int'l Raceway, Rosamond, Cal. All classes GP & Prod. Pre-entries Prod. $10, GP $15, post $25, close Oct. 13. $1000 guar. or 40% of gate. Trophies for Prod. Info P.O. Box 247, Fullerton, Cal. (714) 528-4290. SEE AD THIS ISSUE

SCRAMBLES by 13 Rebels M.C. at Perris, Cal. Cheaters – honest starter, Bernie. 8 a.m. start, small bores 8-12, big bikes thereafter. For info (213) 771-2539.

TURKEY HARE & HOUND Dist. 37 AMA Championship near Red Rock Canyon in Mojave Desert. Limed from Hwy 14.

MOTO-X by Hi-Jinx FMC limed from Central Ave. off Riverside (Calif.) Freeway (Canyon Crest area). 100cc max. Call (213) 835-2654.

SAT. & SUN., OCT. 26 & 27th

AMA INTERNATIONAL MOTO-CROSS near New Philadelphia, Ohio. This is the midwest's big one. Write or call Mid-States Int'l Moto-X Ass'n., Box 105, Amherst, Ohio 44001. (216) 282-6161.

SEE AD THIS ISSUE

SUNDAY, OCTOBER 27th

POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SIDEHACK ASSOC. SCRAMBLES at Huntington Beach, Cal. track. Small bikes 10 a.m., big bikes 1:30 p.m. Info (213) 353-8719, 354-4966.

MOTO-CROSS by Desert Challengers M.C. at Deadman's Point, Apple Valley, Calif. Call (213) 845-6448.

MUD SCRAMBLES by Shamrock 2-Wheelers of Salem, Oregon. Posted off Hwy 22, 19 mi. east of Salem. Call 363-0968 in Salem. (Also Nov. 10, Nov. 24, Dec. 15, Jan. 12 & Jan. 26, Feb. 9 & Feb. 23.)

BIG FOOT ENDURO by Trinity Trailsters M.C. Start & finish 16 mi. east of Willow Creek on Hwy 299. Write Box 177, Willow Creek, Cal. 95573.

TT SCRAMBLES by Experts M.C. at So. Bay Speedway east of Chula Vista, Cal. Call (714) 479-3209.

SCRAMBLES by Oakland M.C. at Pt. Richmond, Calif. Call Al Dring for info (415) 534-0546.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., signup closes 11:30 a.m., race at noon.

SAT. & SUN., NOV. 2 & 3rd

ENSENADA EL TOUR GRANDE, Road Run sponsored by Cycle News from Mexican Border at San Diego, Cal. to Ensenada, Mex. 5-card poker run, Sat. night Ensenada nightlife, parade through Ensenada, custom contest, native brass decorative trophies. Participant pins. Advance entries to Cycle News Tour, Box 498, Long Beach, Cal. $2.50. (Make motel reservations early. See ad this issue.)

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

HIGH SIERRA ENDURO by Port Stockton M.C. at Railroad Flats, Cal., 60 mi. east of Lodi. First rider out 8:01 a.m., all classes, Dist. 36 AMA sanc., mail $3.00 entry to Mrs. Jim Thompson, 1987 Michigan Ave., Stockton, Cal. 95204.

ROAD RACE sanct. by AFM at Orange Co. Raceway, Tustin, Calif. $500 purse. Call (213) 762-9875 or (213) 222-1303.

OFFICIAL ENTRY BLANK

NAME _____

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CITY _____

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CALENDAR

SUNDAY, NOVEMBER 3rd

MOTO-CROSS at Carlsbad, Cal. by CMC. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 28.

JACKASS ENDURO by Foothill Hawks M.C. Start 7:01 a.m. Start – Noon Check & finish same place.

SEE AD THIS ISSUE

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SAT. & SUN., NOV. 9 & 10, 1968

10th ANNUAL GRAND PRIX at Hopetown by Dirtdiggers M.C. Dist. 37 pts. Mail entry only, $8. Use official entry blanks. For info call (213) 964-5076. Entries close Oct. 19. SEE AD THIS ISSUE

SUNDAY, NOVEMBER 10th

22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SATURDAY, NOVEMBER 16th

INDOOR SHORT TRACK (prof.) at San Jose Fairgrounds. Starts 8:30 p.m. $600 purse. (Also Nov. 23 & 30 and Dec. 7).

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

SUNDAY, NOVEMBER 24th

13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

TOYS FOR TOTS POKER RUN– Admission, one troy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

SATURDAY, NOVEMBER 30th

2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

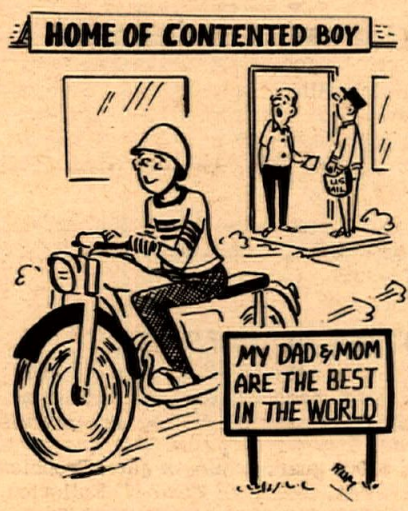
SUNDAY, DECEMBER 8th, 1968

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

FRI., DEC. 13 & 27, FEB. 7 & 14th

INDOOR SHORT TRACK RACES at Cow Palace, San Francisco, Cal. AMA sanc., 10-mi. concrete track, promoted by Bob Barkhimer Assoc., John Soares Track & Promotion Mgr. For info write #14 Camp Evers Lane, Santa Cruz, Cal. 95060.



"We try to be stern parents, but he won't let us!"

INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST

NOV. 10th and 11th – DALLAS, TEXAS
NOV. 17th and 18th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO

INFORMATION and ENTRIES

INTERNATIONAL MOTO-CROSS 4790 Palm Ave., La Mesa, Calif. 92103–Tel. (714) 460-4289

Camping ok

MOTO-CROSS

Presented by C.M.C.

Carlsbad Raceway

Prize money

OCTOBER 13th

For Experts

Trophies for Juniors Mail entry $5.00 Post entry $10.00

Entries Close Oct. 5th

Get Ready for the International Moto-Cross on Dec. 1st
Race will be on the Same Course
All Lic. Accepted

Make entries payable to C.M.C., Box 124, Reseda, Calif. 91325

AFM NATIONAL POINTS EVENT

ORANGE COUNTY INTERNATIONAL RACEWAY

AFM ROAD RACE

OCT. 6th

Final National Points Event at O.C.I.R.

Admission $2.00

Take Santa Ana Freeway
So. to Sand Canyon off Ramp to O.C.I.R.

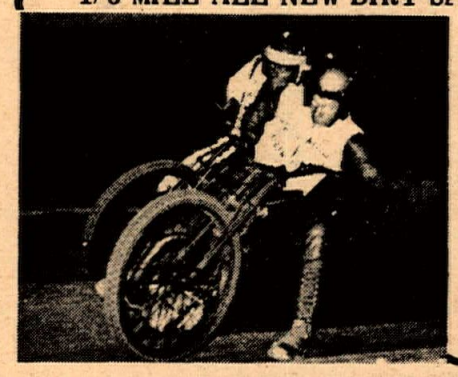
5th Annual
U.S. GP
Road Race
OCT. 20
Willow Springs

ACA
MOTO-CROSS
SADDLEBACK PARK
OCT. 13th

J.A.P. PROFESSIONAL

SPEEDWAY SHORT TRACK

1/6 MILE ALL NEW DIRT SPEEDWAY



Riders and Owners
CALL 983-1617

Every Sat.

8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east
off Golden State Freeway

ATTENTION

Pro-Riders

The AMA Permits you to ride desert sporting events. Hopetown pays DESERT points too, and it's sanctioned. Isn't this interesting?

Signed – Dirtdiggers M.C.

The Foothill Hawks MC.

PRESENTS...

JACKASS ENDURO

SUNDAY, NOV. 3rd FIRST RIDER LEAVES AT **7:01a.m.**

START – NOON CHECK & FINISH AT SAME PLACE
LIMED FROM RED MOUNTAIN

Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.

★ Trailbikes go full distance
★ Drawing for starting position Oct. 24th at 503 Whittier Blvd., Montebello
★ License & Muffler Optional ★ Approx. 100 mi. ★ All Classes
★ Point Run ★ Club Teams ($1.00 extra per rider)

Entry Fee $4.00 Mail & $5.00 Post
Mail Entries Close Postmarked before Midnight Oct. 22, to Wayne Powell, 4662 Windsong Ave., La Palma, Calif. 90620

Bring your own Gas & Water – Food & Beverages will be available.

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VOICES OF THE WEST

FACTS ARE FACTS

In regards to your story in the Oct. 3rd issue called, "Meet the Tuner" (Tom Turner). It states, quote "as a matter of fact, the number one desert trailbike rider in the nation, Jack Morgan, is using one of Tom's pipes." unquote.

Actually, Jack Morgan has used and tested Turner's pipes in the past, but Morgan earned number one before ever using one of Turner's chambers. The fact is he has been using his own personally designed chamber for the last eight months. I know this to be true as Jack made the same chamber for my bike approx. four months ago.

Tom Turner is no doubt a fine tuner, but just give credit to whom credit is due.

For those who are interested, Jack does all of his own maintenance and tuning on his bike.

RON BURPO
Torrance, Calif.

BEGINNER'S COMMENTS

Just finished reading your report on the Antelope Ramblers' Hare and Hound, It was my fourth race, and best of all.

I ride a Lobito "K" and find it to be a great bike. Racing with other 100cc bikes is fun. I'd hate to see the day return when I would be going with big bikes.

I've been in front of slow riders on uphill trails and had to get off and push. So I know how the big bike riders feel.

I get in their way on fast spots, and they get in my way on slow parts, and anyway, I like the neat trails they made for us.

JIM PETRIKIN
Burbank, Cal.

P.S. 50 miles is all I like on a little bike.

To those who may be interested, the Hilltoppers M.C. DID have the race results of the July Hare Scrambles to the District 37 Competition Committee Stewards within the two weeks period. What we did not include is the finisher list that is sent to the riders which lets the riders know their overall position and also where to pick up their trophies.

This last bit of information is NOT necessary for the Committee Stewards to have in order to figure points for the riders and was not included as we had not yet received a date from the Trophy Company as to when the trophies would be finished.

For this we lose our point runs??? Seems unfair.

PETE BROWN
Hilltoppers M.C., Long Beach

Competition Congress Survey

Preview of the Agenda

In the interest of speeding up the democratic flow of ideas, this newspaper recently conducted a survey among delegates to the new AMA Competition Congress. By publishing the results of this survey at this time, we hope to give the delegates a preview peek at the crowded agenda they will be dealing with, so that they can discuss the rule changes and decide their position on each proposal at leisure, before the busy session begins.

At the same time, the AMA riders and members whose sport will be greatly affected by the deliberations at the Competition Congress will, by this means, have a better understanding of the many and varied problems that their representatives are being called upon to resolve.

We offer our newspaper as a forum of discussion on these matters, in the interest of better motorcycling.

Questionnaires were mailed to 46 delegates. Two were undeliverable because delegates had moved. A total of 16 questionnaires were returned. Following are the findings of the survey:

Question one asked, "Will you be able to attend the Competition Congress in Columbus, Ohio October 28, 29 and 30?" All the delegates said that they would attend.

Question two asked if they would be reimbursed for their expenses connected with serving on the Congress. Nine delegates said that they would not be reimbursed, five said that some of their expenses would be paid and two said they didn't know.

The third question was, "Have the people of the District or company that you represent given you any suggestions for competition rule changes?" Eight said that they had received some suggestions, one indicated that he had received many, and seven said they had received no suggestions at all.

The fourth and final question elicited a wealth of response. We asked, "If any, what rule changes do you plan to place on the agenda of the Competition Congress?" Here are the changes that delegates said they would propose:

1. Do away with the ruling that an AMA member can only ride AMA events.
2. Establish some ruling as to whether to allow cash money prizes at sportsman events and how much, if any.
3. 40% of gate purses to be paid for Class C events if that amount is higher than guaranteed purse.
4. Eliminate the 750cc limit for sidevalve engines and run all Expert and Amateur machines on a 500cc basis, whether OHV, sidevalve or 2-stroke.
5. Require National Number holders to ride at least two National Championship events per year to retain their National Numbers. (Unless serving in armed forces.)
6. Sanction a National Championship Sportsman Road Race at San Angelo, Texas in 1969.
7. Approve the new 3-cylinder BSA and Triumph motorcycles for sportsman and professional events.
8. Arrive at a workable solution whereby compression releases can be used on 2-strokes or if not, then change the rule covering gear shifting back to its old status.
9. Establish a minimum age limit for entrants in Sportsman events.
10. Draw up a new formula for the advancement of enduro riders from B class to A class.
11. Allow sanctioning club to collect AMA cards at signup and retain them until the event is over.
12. Delete certain contradictory and ambiguous sections of the rulebook.
13. Standardize number plates for sportsman riders.
14. Reduce required purses for Class C events.
15. Prepare a referee report form that would apply to road rider sanctions only.
16. Provide for enforcement of existing "no Experts at scrambles" rule.
17. Permit one braking device on all dirt track machines.
18. Restore the year number to the AMA membership pin.
19. Provide for a stricter interpretation of sportsman event titles (scrambles, moto-cross, hare scrambles, etc.)
20. Allow up to 5 speeds in the gearbox of any approved motorcycle.
21. Advance enduro riders to Expert class not by overall finishes, but by finishes in class.
22. Change boundary lines between districts 21, 35 and 36 more or less back to previous status.
23. Restore 3-star Class C purses for ½-mile shows in "border areas" of competition such as the southeast.
24. Make it easier for small clubs to be a part of the AMA by establishing a $25 annual charge to cover up to 6 sanctions per year and appoint a representative in each District to receive and grant requests for sanctions and arrange calendar dates so as not to conflict within the District.
25. Provide improved methods of registration, dues collection and tour material to assist in recognizing the road rider as an important member of the AMA.
26. Standardize the use of flags in all types of competition events, including car racing, boat racing, etc.
27. Allow Class C Experts to ride in sportsman events either nationwide or by District, with each District deciding at its annual meeting in the latter case.
28. Raise the displacement limit to 650cc for OHV and 2-cycle flat-track machines.
29. Change National sign-up procedure.
39. License mechanics to pay for business agent for professional racing.
31. Make all ½-mile Nationals 20 lap events and all 1-mile Nationals 25 laps.
32. Stipulate in sanction that promoter allow two mechanics and rider's wife free admission.

Clearly, all the proposed rule changes have merit, and they show good thinking on the part of the delegates. We trust that the Congress will consider, discuss and act upon each one, voting it in or out as their best judgment dictates. Whatever the final appearance of the AMA rulebook, it is bound to be an improvement, if only because, for the first time in AMA history, the democratic process will have allowed the voice of the members to be heard.

REVOLUTION BY EVOLUTION

A message to the 1st AMA Competition Congress

The first meeting of the new AMA Competition Congress takes place in Columbus, Ohio this month. In these times of dissent and revolution in other parts of life, it is a pleasure to note how motorcycling in America is making things better through evolution.

For the first time in history, delegates elected by the rank and file AMA members will be making the rules.

Examine the survey, printed elsewhere in this issue, and you can appreciate the variety of new ideas that will get thrashed out democratically when the Congress gets together. We should not expect many drastic changes from the current rulebook, however. There are many in the Congress who are very conservative and opposed to change.

We hope that all sides of the questions will be voiced plainly and listened to closely. It is high time our national association made a few changes for the better.

We would be shirking our duty as the newspaper of the motorcycle community if we did not state our position on the policies of the American Motorcycle Association, especially now that members have a voice in making the rules better. We are giving the AMA our national loyalty and affection, and we expect the AMA to be worthy of it.

There are four points that the Competition Congress and all the policy makers of the AMA should act on immediately. They have held motorcycle progress back too long.

1. Abandon Exclusivity. The AMA no longer needs to punish "defec-

tors" by expulsion. If a rider wishes to race in events sanctioned by other associations he should not be deprived of his AMA status. The rule violates the law of several states and in no way contributes to the betterment of the AMA.

2. Close The Displacement Gap. Experience has shown that the rule allowing 750cc sidevalve engines to compete against OHV engines limited to 500cc is not fair or necessary. It deprives the sport of many supporters and embarrasses us all when we try to justify it to outsiders. It forces the non-Harley-Davidson riders to spend great sums of money to make a dwindling supply of 500cc equipment competitive and locks out trade support for brands and models that are no longer on the market. It violates the fundamental AMA principle that Class C racing equipment should resemble the kind of motorcycles that a customer can buy.

3. Win On The Road. The AMA is in competition with the outlaw elements for road riders' loyalties and I'm afraid that right now the other side is winning. Estimates are that the traditional 1% of meanly-disposed road riders has risen lately to 15 or 20%. At this rate the prolific Hells Angels imitators will soon outnumber the respectable motorcycle riders. In some big cities this may already have happened. What new indignities will motorcycling have to suffer before this trend is reversed?

The average rider needs to have a better choice than he has now. If we fail to attract him to our side with clean fun and lawful respect, we will lose him to the dismal allure of mob power and defiance of the law.

The AMA should adopt a more positive attitude toward defeating repressive laws without compromising and without resorting to the courts. The latent power of the AMA road clubs must be unleashed by giving them more encouragement to do what they do best — organize activities, speak up for motorcycling, aid worthy causes like rider training and safety demonstrations that advance motorcycling.

4. Join MICUS. The final point would be the most controversial and difficult to accept. It is a fact, however, that America has no choice but to follow the procedure set by the FIM if we ever want to have true international racing in this country. The FIM could no more abandon MICUS and deal directly with the AMA than the U.S. government could abandon the Vietnamese. There will always be a MICUS, just as there will always be an AMA. Affiliation with the FIM through MICUS would not affect the AMA's domestic policies in any way and the AMA would gain much by the services of MICUS owner Wes Cooley and the three or four other fulltime motorcycle enthusiasts who make up MICUS.

AMA has already expressed willingness to abide by every other FIM requirement. It is time to take the final step now, and show the world that we are not afraid to race them.

If this first Competition Congress of the AMA can leave motorcycling with any legacy that will live in the hearts of motorcycle historians, it would be to throw out the musty old prejudices and set a precedent for fair and fearless renovation of the rulebook.

We offer our pages for instant communication of debate on these and other matters of public interest across the nation. (NOTE: Every announced Competition Congress delegate receives a free copy of this issue.)

Meet the AMA President

Bill Bagnall

By R.W. Sanders

In 1947 Bill Bagnall was just back from two years of service with the Army in the Pacific, but he was already starting on his way to the presidency of the American Motorcycle Association (AMA) in 1968.

A youthful 42, he is the seventh president in the AMA's 44-year history, and the first president to live west of Chicago.

In addition to his duties as AMA president, Bagnall is the editor and co-publisher of two motorcycling magazines, "The Motorcyclist," for general circulation, and "Motorcycle Dealer News," a controlled circulation publication for dealers only.

There are two reasons for him to be the first AMA president from the west coast, the man himself, and the increasing popularity of the sport in the west.

"There is tremendous sports activity and a real financial interest," he says, "Therefore, it is only fair that we have a little more say-so out here."

The current AMA vice-president, Frank Heacox, is from Long Beach, and is vice-president and general manager of Bell-Toptex, but the remaining six members of the eight-man Executive Committee come from the mid-west and the east.

Another good reason for the recognition of the west coast is indicated by the motorcycle registrations.

By the end of 1967, there were an estimated 2.19 million motorcycles registered in the United States and California had the highest state registration with approximately 360,000 machines.

The next highest state is Ohio with approximately 125,000 registered motorcycles.

"The Highest Honor"

Bagnall receives no pay for his presidency, and there are no provisions to cover travel expenses. He, like most other Executive Committee Members, spent about $1,000 in expenses for traveling to and from AMA Executive Committee meetings since taking office in February.

If you wonder what would make a man seek the position, Bagnall has an answer.

"In my quarter-century of motorcycling, the highest honor that could be bestowed on me, in this regard, would be the AMA presidency," he says.

"I am thrilled doing anything and everything I can to repay motorcycling for what it has done for me."

And Bagnall is out to strengthen the Association.

The AMA passed the 100,000-member mark in the spring of this year and has approximately 1,500 chartered motorcycle clubs throughout the country, but Bagnall isn't satisfied.

"I would like to see a greater number of motorcyclists joing our Association."

"I expect the membership to rapidly increase when we can offer them something more than just the good will of motorcycling."

"There are so many things you can do, but many of them take money. It's as simple as that," he says.

The only requirement for AMA membership is a $2 fee.

"There isn't a great deal a person can expect for $2 a year," he explained.

And the AMA members can anticipate changes to come out of the current Executive Committee.

100,000 Sanctions

"I personally, and I know I speak for other members of the Executive Committee, am in favor of increasing the membership fees so we can charge ahead and really do something for the AMA members and the sport in general," Bagnall says.

But gathering members isn't all that the AMA does.

"The AMA is actually the largest sanctioning body of any of the motor sports associations," Bagnall is quick to point out.

More than 500 professional races were sanctioned by the AMA in 1967 and the Association sanctioned more than 3,000 sports events.

The AMA, since its inception, has issued about 100,000 sanctions for events.

With the increase in the sport, one of Bagnall's objectives as AMA president is to work for harmony within and outside of the ranks. "I'm speaking of motorcycle legislation," he says.

The AMA already works for better motorcycle legislation, according to Bagnall, but it isn't extensive, and it comes mostly through compromises.

"I would just state generally that the status quo, in regards to motorcycle legislation in some areas is fine," he explains. "But from time to time there are problems."

With a smile, Bagnall recalls a proposal which was made several years ago in Iowa which would have required all motorcycles to have a six foot high pole, with a revolving light at the top, to be mounted on each machine.

"One alert manufacturer even made up several prototypes to get in on the band wagon" he chuckled, "But the law never went through."

"This is an example of some of the radical thinkin,g" Bagnall says.

"Naturally, as far as laws go, if we can make the motorcyclist better seen by the motorist, and make him a better rider, then we're going to achieve all these things," he stressed, "and compulsory helmet wearing won't be necessary."

"If we can just make the man a better motorcyclist, we've won three-quarters of the battle right there."

On the subject of helmets, Bagnall becomes a bit excited.

"There is absolutely a need for wearing a helmet," he says, "It gives you protection and it is the natural thing to do."

BILL BAGNALL

"But you just don't like to be told that you HAVE to wear a helmet," he protests.

Bagnall isn't completely opposed to all compulsory helmet wearing provisions. In fact he would like to see the provision made to cover the motorcyclist under the age of 21.

"Here is a man whose parents are responsible for him until he reaches the age of 21, and the majority of our accidents are in this age group," he explains.

Deaths Decreasing, Use Increasing

When the topic of accidents came up, the AMA president had some encouraging news.

The death rate from motorcycle accidents was down in 1967 for the first time after six annual increases. In 1966, the death rate was 2,050, and it dropped off in 1967 to 1,950 while motorcycle use increased by some 440,000 machines.

"This is an encouraging trend."

Bagnall went on to explain why the motorcycle accident rate for older riders was lower on the average then for motorists.

"There aren't a lot of older people riding motorcycles," he says, "But those who do still have all their reflexes or they wouldn't even get the first 50 feet."

Sitting in Bagnall's comfortable Sieera Madre (Calif.) home where he lives with his wife Shirlee, and their two children Tracy Ann, 10, and Bob, almost 16, the topics changed rapidly.

Bagnall is obviously a man who enjoys talking about motorcycling.

Another problem for motorcycling, according to Bagnall, are the insurance laws in some states.

Insurance A Problem

In most states, he points out, the insurance for a machine runs less than for a car. "It is a good buy in all ways," he says.

But in some states, the insurance for a cycle is comparable to that for cars. "It is a detriment to the growth of the sports," he protests.

"In New York, a number of years ago, many people changed to riding scooters because of the high insurance rates," he says.

But there are many good programs being planned, he is quick to add.

"The National Education Association, The Motorcycle, Scooter and Allied Trade Association and the AMA have a program in the planning stages to establish a drivers' education program, on a nation-wide basis, for motorcycle training at the high school level," he says.

"I would personally be in favor of establishing motorcycle training," he agreed. "It is transportation at its most fundamental and fun-filled level."

Bagnall should know about the motorcycle as a means of transportation. He has owned 18 machines, ranging in size from 75 to 1,200cc engines since 1947.

But he has never personally gone in much for competition events as an entrant.

"I had dreamed for years of owning a motorcycle, and took in events whenever I could, but it was purely for pleasure riding," he recalls.

"There were a few English Trials events I competed in in those days, but I never did any professional racing."

"In motorcycling there are many different types of people and degrees of enthusiasm as there are in any sport," he added.

Bagnall's other love then was photography, and he finally combined the two loves when he started working with "Motorcyclist" as an assistant editor in 1950.

He was hired on a 90-day trial basis. "On the last day I was told that I wasn't quite what they were looking for," he says.

For the next several years he held down other jobs. Then luck turned for him.

The publisher of "Motorcyclist", who had fired him in 1950, retired and was replaced by his son-in-law, who asked Bagnall to return as editor. He took the job, and kept it for 13 years.

In 1965, Bagnall and Larry Hester decided to start publishing the "Motorcycle Dealer News." The publisher wanted to sell "Motorcyclist" and Bagnall and his wife bought it.

"My wife and I, in talking it over, decided to take along something old that we knew would produce while starting the new publication."

From Critic To President

The publication they took along has been in existence since 1912. "Motorcyclist" is the senior magazine in the field, and has a current national circulation of 70,000. But Bagnall isn't satisfied. He expects to increase their circulation by at least 5,000 copies a month.

It was while Bagnall was working as the editor of "Motorcyclist" in 1955, that he first became involved with the AMA other than as a Class A ($2) member.

"My involvement in those days was as a critic of the AMA," he recalls.

"You could have taken a hundred-to-one bet that the last man in the world to be the AMA president would be this man doing the editorial criticizing of the Association," he chuckled.

"Most of my criticisms dealt with the competition rules," he says, "Which primarily dealt with the classification of the machines."

"Those particular rules really haven't changed a great deal," he admits, "But there have been developments in the smaller machines which put them on an equal footing."

But there were other complaints against the AMA in the 1950's. "No one really knew much about the AMA in those days," he says. "In fact, it even took a little research on my part to find out who the AMA president was."

"Today's Executive Committee is trying harder to let people know who we are and what we are doing."

Three years ago Bagnall joined the AMA as a Class B member, and a year later he joined the Executive Committee.

In February of this year he was given the highest honor that his fellow motorcyclist could give him, the AMA presidency.

He still owns a lightweight machine. "I haven't used it as much as I would like to, but I also have a set of golf clubs that are collecting cobwebs," he explains.

7-Day Week

Talking to him, you get the feeling that he really means it when he says that he misses riding his machine, kept from it by working seven days a week.

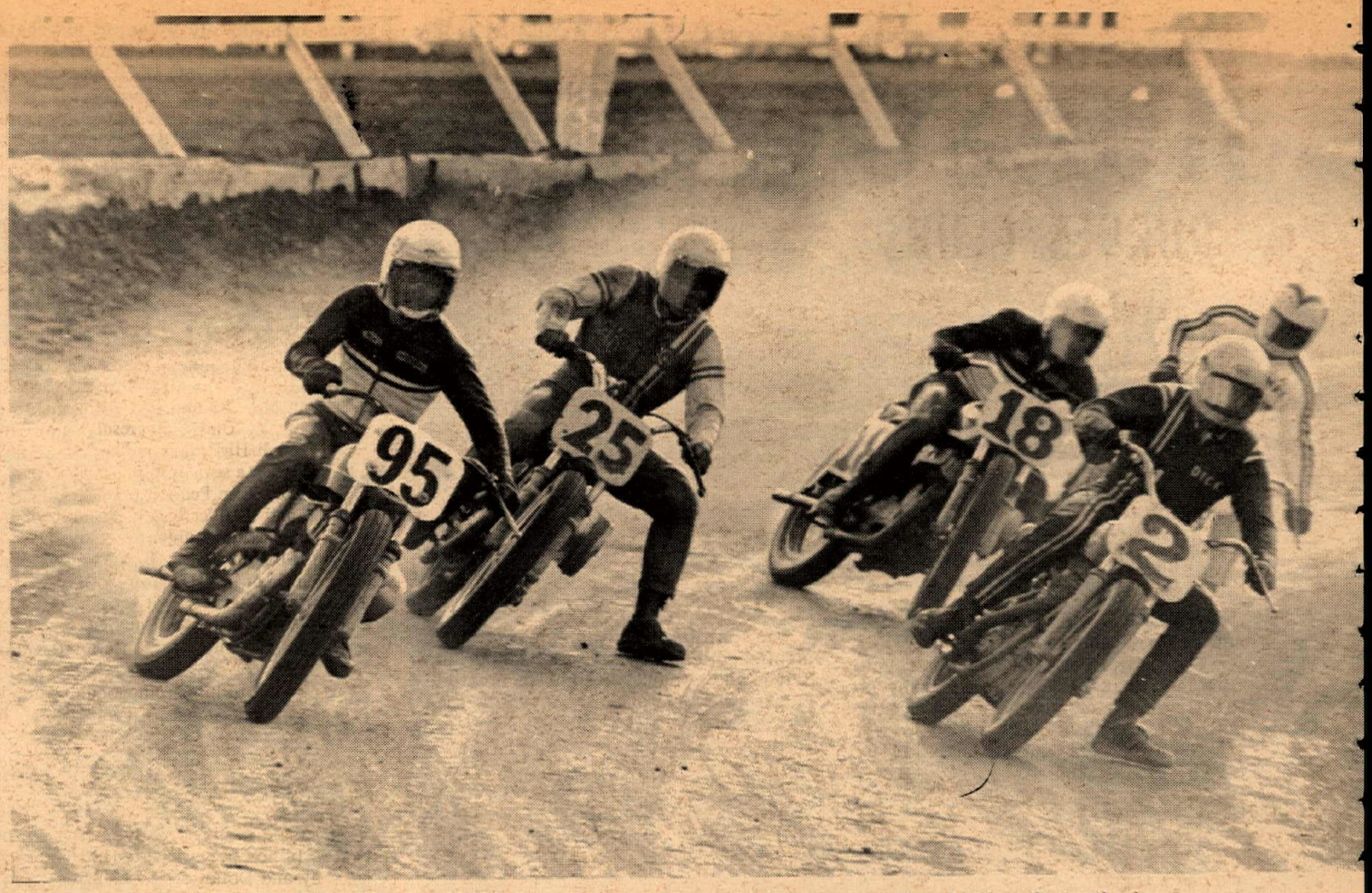
He knows there are risks from riding a motorcycle, but he is quick to point out that there are risks in everything that you do.

"I've been very fortunate in all the years I've been riding. I have yet to break a bone or tear any flesh."

"If a fellow is careful and gets through the first year, then there is great hope that he will live to enjoy the sport for many years," he says warmly, like a man who still remembers the excitement of his new Norton ES-2 in 1947.

Heading down the back stretch...

Eugene Romero lays his Triumph into the corner, closely followed by Chuck Palmgren...



... But Fred (95) Nix is right at home on his Oklahoma track and sets up a high swoop, brush down to where the traction is...

Nix Snatches Point Lead At 9 Mile National

Photos by Dave Friedman

OKLAHOMA CITY, Okla., Sept. 29, 1968 – Fred Nix was the number one guest at his "Home" track for the second year in a row. The state fairgrounds played host to Freddie and for the second straight year the only top rider in the nation that calls Oklahoma home won the race.

It was Nix's sixth national win of the year and along with it he took the national point lead away from Gary Nixon. Nixon finished a distant seventh in the race that eliminated four contenders before the end of the first lap.

Roger Reiman fell during lap one of the eighteen-lap final, taking Bart Markel, Dan Haaby and Yvon DuHamel down with him. None of the four were hospitalized but Haaby came up with a cut chin.

DuHamel changed a bent wheel and was on hand for the re-start but was not allowed by the officials to start the race. The exact reason for this decision regarding the Canadian was not completely known at press time.

Eager Starter – Nix

Markel, Haaby and Reiman did not return to the starting line that saw Nix jump the starter so badly that the black flag was again brought out and the riders lined up for the third time.

California's Gene Romero looked like he was on his way to his second national win of the year until the final lap when Nix again found that super-horsepower that has been evident all season long and took the lead and the big win.

Nixon was never in contention and finds himself nine big points behind Nix as the riders again head West for the final national of the year at Ascot Park in Gardena, California on Saturday night, October 12th.

Rayborn Surprises

Cal Rayborn surprised many by posting the fastest time trial but it was Nix, Haaby and Markel coming through as the three heat race winners on a track that was rather bumpy and slick national racing.

Nix now joins Markel and Joe Leonard as six time national winners in a single season. Should he win Ascot on the 12th (and he is one of the favorites) he will establish a new national AMA single season record. Nix won a regular season Ascot event two weeks ago in his only appearance this year on the Gardena oval.

In taking over the national point lead Nix becomes the fourth rider to lead the national standings this season. The lead has now changed nine times for another record in the battle of the points.

California sent two of its best Amateurs to Oklahoma and carried the load in the yellow-plate event. Mark Brelsford and Jim Rice ran one-two and dominated both the heat races and the final.

Early in the race the announcer had said that Mark and Jim must be good, "to come so far for so little money." The two Northern California racers made that statement come 100% true as they made the rest of the field appear to be rank novices. It was Brelsford's sixth win at a national event this year.

All of the national riders now head into Ascot for the next two weeks and the big one on the 12th that will decide the Grand National Championship for 1968. It is conceivable that neither Nix nor Nixon could win the eight miler yet still take number one. Nix is a heavy favorite but there is midnight oil burning in the Triumph camp....

(Results and point standings on page 16)

Far Left: New leader in the AMA Grand National Championship points race, Fred Nix ponders the best way around the home track.

Left: Mark (47y) Brelsford goes through the Amateur pack like Moses touring through the Red Sea. Mark notched up another yellow-plate win to make him the highest scoring Amateur of the National Professional season.

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RRC PURGES CLUBS

By Robert O. Fee

Membership of the Southern California Road Riders Committee was lopped to 17 clubs September 9th, when the group gathered at the Pomona Harley-Davidson shop for their regular monthly meeting. Confusion was the order of the night as motions were offered on top of motions, points of order thrown about like brickbats, and sticky sarcastic exchanges indulged in between the representatives.

The assessment controvery was revived and the ranks decimated. The California Rainbows submitted a letter setting forth their feelings:

"The California Rainbows Motorcycle Club feels that the $20 assessment by the R.R.C. on the member clubs is not the popular feeling of all that were affected.

"The California Rainbows have always worked their share and more on R.R.C. runs and our referees have stepped forward to help on other runs. We have had close to perfect attendance at R.R.C. meetings. We certainly do not feel we are dead weight.

We would prefer to continue to support the R.R.C. as we have in the past but we feel that if it comes to the point where we have to pay a $20 assessment, that is unfair and unjust, to get rid of the dead weight or be dropped from the R.R.C., then we prefer to be dropped. The decision is yours."

Then There Were 17

The club then moved to vote on the by-law change that would drop from RRC membership those clubs that had not yet paid their $20 assessment. During the roll call vote, the Rainbows reps made notes of who cast the 23 ayes and 10 noes.

"We'll not be supporting many runs next year," said one Rainbow as the motion passed.

When Chairman Jones announced the result, about a dozen California Rainbows rose from their chairs and quietly filed out of the store, pushed their motorcycles out to the alley before starting them so as not to disturb the meeting, and took their leave of the RRC.

Ten other clubs automatically lost their membership when the motion passed. They are the Coloramas M.C., El Tigres M.C., Kings Men M.C., Married Wheels M.C., Playboys M.C., Santa Ana Cruisers M.C., Silver Wheels M.C., Sociables M.C., Spinnin' Spokes M.C., and Victor McLaughlin M.C.

Participating riders will have to join a motorcycle club in good standing with the RRC in order to continue in the activity points contest. Those clubs are the Ace of Clubs M.C., California Motor Maids, Hi-Way Kings M.C., Jaspers M.C., Lancers M.C., Lucky Wheels M.C., Norwalk Centaurs M.C., Never Ready's M.C., Overlanders M.C., Pacific Coasters M.C., Rebel Rousers M.C., Silver Eagles M.C., Toppers M.C., California Eagles M.C., Channel Riders M.C. and Majestics M.C.

The California Eagles specifically mentioned that they are on a membership drive and would welcome compatible riders with motorcycles greater than 250cc. Telephone (213) 862-5355.

Clubs which were dropped, that have a point event still on the RRC Calendar may find their attendance down as the RRC will not accept any points earned by riding their runs.

No Blood For Sports Committee

The old old question of the motorcyclists' blood bank came up again. Chairman Jones was unable to contact Operation Motorcycle co-chairman Ken Jones by either telephone or messenger. The Stoddard family had finally received their blood (after 8 months), and the Jaspers reported that Larry Lewis (the originator of Operation Motorcycle and a co-chairman) had refused to issue the Jaspers blood.

Dennis Lausche (Norwalk Centaurs) reported that Lewis had mistaken the Jaspers for a Sports Committee Club (who are evidently a no-no when it comes to blood).

This time the RRC put its collective foot (feet?) down – and hard – on a motion by Big Daddy Miller. Unless Larry Lewis immediately gives up his chairmanship and allows complete control of Operation Motorcycle to be exercised by the RRC, each RRC member will withdraw their accumulated blood on an individual basis and the RRC will start a new blood bank. The motion passed unanimously.

The regular meeting of the RRC is the first Monday of each month, 8 p.m. at the Prudential Savings and Loan Assoc., 1300 E. Valley Blvd., Alhambra, Cal. All visitors are welcome.

BAIRD AT CAYUTA

At press-time complete results had not been tabulated for the 150 Mile National Championship Endurance Run held at Cuyuta, N.Y. Unofficial results show Bill Baird Overall High Point winner on a 500cc Triumph with a score of 959. 0-200cc Class A was won by Tom Penton on a 100cc Penton Bershire and 0-100cc Class B was also won by a Penton Bershire, ridden by Craig Maxwell.

The 100-200cc Class B winner was Mike Blackburn on a Penton 6-Day 125cc, 200cc-400cc Class A went to John Penton on a 360cc Husquvarna and the Senior Class was won by Sal Scirpo on a Harley-Davidson Sprint 350cc.

This event put Bill Baird in good position to retain the National Championship he perennially wins.

Kawasaki's new Ad Agency

Kawasaki National Advertising in the U.S.A. is now being created by Gumpertz, Bentley and Dolan of Los Angeles, California, according to an announcement by Alan Masek, Vice-President Marketing.

Wilde Beats Bailey in TT

By Mike Capalite

SOUTH GATE, Calif. Sept. 27 – Paul Wilde did the seemingly impossible feat of beating out Gary Bailey (Hodaka) in the 100cc Senior TT Main Event at Trojan Raceway. Wilde pushed his Yamaha to the win, thus breaking Bailey's long Main Event win streak which had been running for twelve weeks.

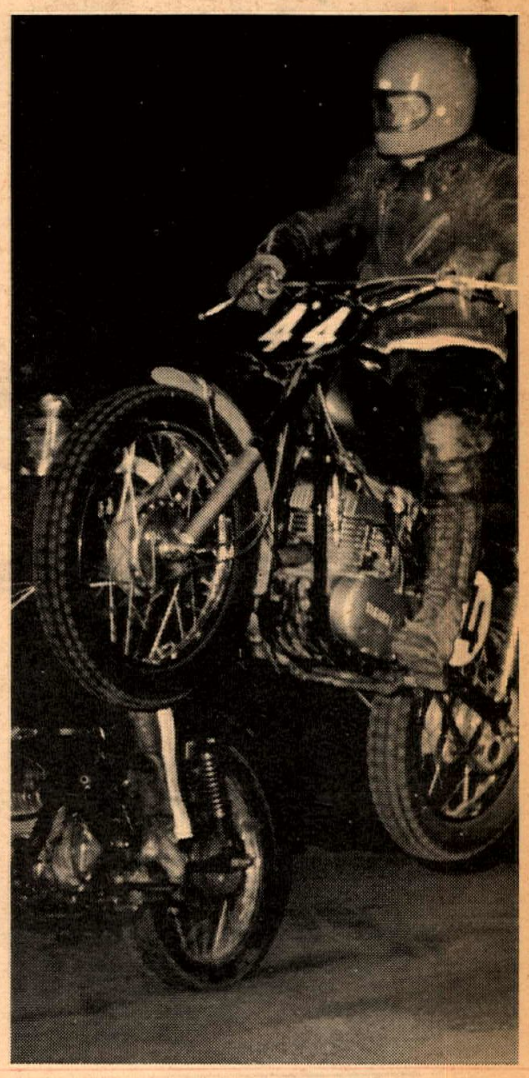
In the 100cc Junior TT, last week's winner Gene Cannady (Hodaka) topping it off again with Mark Blackwell, Dan Hazel, and Lloyd Quintard (three Yamahas) finishing close behind him.

In the 250cc Senior TT Main, Bailey and his Greeves made up for the 100cc class defeat by taking the win.

Wilde came back again in the 100cc Short Track Senior Main Event to take another win.

The 100cc Junior Short Track Main Event featured Mark Blackwell having his revenge as he pushed his Yamaha to the win and making Gene Cannady settle for a hard-fought second place.

(Results on page 16)



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HUNTINGTON BEACH TRAINING AND TT TRACK

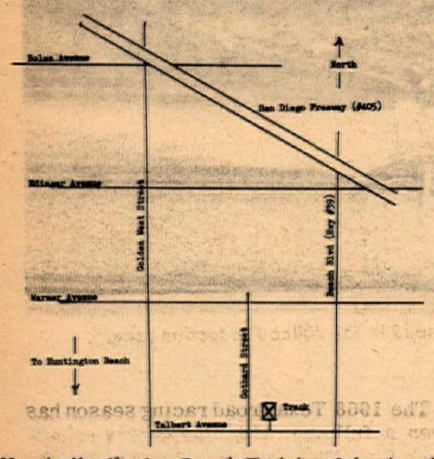
Illustrations and report by V.C. Westgate

The inaugural event at South California's new Huntington Beach Motorcycle Training School and scrambles track took place Sunday, Sept. 22.

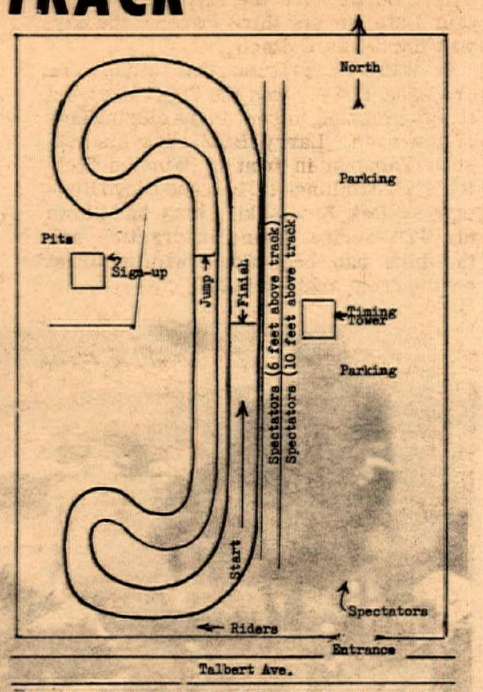
This track has everything going for it. It is close in, easily reached via the San Diego freeway, and the climate is moderate. (It is 10-15 degree cooler than Los Angeles on a hot day.)

To reach the track, take the San Diego freeway to either the Golden West Ave. or Beach Blvd. (Hwy #39) off-ramp. Take the Huntington Beach turn and drive south 2-3 miles to Talbert Ave. The track is located on Talbert between Beach Blvd. and Golden West Ave.

The track layout is shown on the map. Spectators enter the gate and turn right to the parking lot. Riders turn left, around the track, to the pits. The pits are run Ascot-style with bikes only.



Map to Huntington Beach Training School and TT Track.



Huntington Beach Training School and TT Track layout.

Riders will bring their bikes, tools, gas etc. into the pits. Spectator viewing area stretches the full length of the track opposite the pits. The track is cut into the ground a full 10 feet for noise abatement. Full advantage of this cut was taken by cutting two terraces for spectators. The first level is 6 feet above the track and the second is 10 feet up, affording an excellent view of the racing. A timing tower is located at the finish line on the spectator side. Adequate restroom facilities are on the spectator side and in the pits.

The track is 5/8 mile around and varies in width from 20 to 40 feet. The straightaway is 70 feet longer than Prado's was with a slight downgrade just across the finish line. The first turn is a sweeper that tightens up into turn 2. Turn 3 is a right to the jump. This jump is a well planned one in that the riders can see across the jump and into the next turn. This should eliminate that "heart-in-the-mouth" feeling you get when you discover a bike or rider down in front of you while you're 5 feet in the air. Turns 4 and 5 form a right-left S turn into turn 6 and then that long straight. The starting line is planned for the beginning of the straight which will allow the riders to get strung out before the first corner. Local hot-shoes have found that Ascot gearing is about right and Class C traction a necessity.

Since the demise of Prado, there hasn't been much action for the track-burning, horsepower producing, TT machines or riders, so here's the place. Maybe this will give the big four-strokes a chance for revenge, and then maybe it won't. Come on out and see.

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NEXT WEEK IN CYCLE NEWS

1st Race at Huntington Beach Scrambles Track

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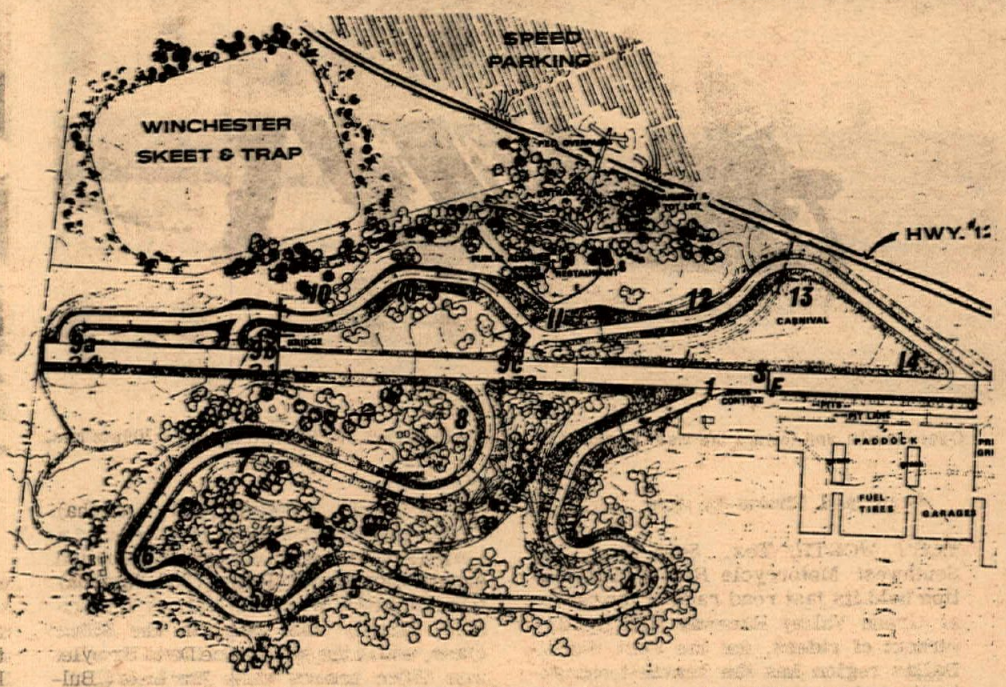
NEW ROAD RACE CIRCUIT FOR CAL.



Northern California, long starved for an adequate motorcycle and car road racing facility, will soon have one. Tentatively named Sears Point International Raceway, the new race place will have variable course lengths of 2.4, 2.1 and 1.73 miles, plus a drag strip, with elevation changes up to 165 feet.

Sears Point is located near Petaluma, Calif., only ½ hour from San Francisco. One million dollars has already been raised for construction. The first race is tentatively scheduled for November of this year.

THE BIG ONE

Due to the large entry of riders, the following regulations will be in effect. No exceptions!

1. All entrants must be A.M.A. members in good standing.
2. Entries close 12 Noon on October 17th, no exceptions.
3. Registrations close 10:00 A.M. on Saturday, October 26th.
4. All machines must carry (3) number plates, size 7"x 10", (1) front, (1) each side rear. Numbers will be issued to riders at time of registration.
5. All applications must be accompanied by entry fees as follows: $10.00 per machine per class. There will be three classes: 125cc, 250cc, 500cc.
6. Minimum age — 16 years. If under 21, you must furnish notarized statement from parent or guardian.
7. Saturday, October 26th will consist of elimination heats to qualify for Grand Prix races on Sunday, October 27th.
8. Practice will be held on Friday, October 25th. Track will be open from 10:00 A.M. till 4:00 P.M. Also from 9:00 till 10:00 A.M. on Sunday, October 27th.

Send Entry Blanks and requests for Information to:
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This column for office use only.

DATE_____

A seperate form must be submitted for each class entered. This form must be completely, clearly, and corectly filled out, and the release signed, prior to competing.

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ADDRESS_____ CITY_____ STATE_____
STREET

PHONE NO._____ CLUB_____

MAKE OF MACHINE_____ CLASS_____

CV. IN. OR CC_____ ENG NO._____

RIDING OR SIDEHACK PASSENGERS NAME_____

AFFILIATION: AMA___ AFM___ FIM___ OTHER_____

RIDING NO._____ AM___ EX___ NOV___ PRO___

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* If under 21 years, parent or guardian's permission and/or consent by signature must appear where indicated.

DO NOT WRITE BEYOND THIS LINE

Assigned number for this event

Sportsman ____
Pro ____
Am ____
Ex ____
Nov ____

Assigned class

Start day

Start time

Position no.

Row no.

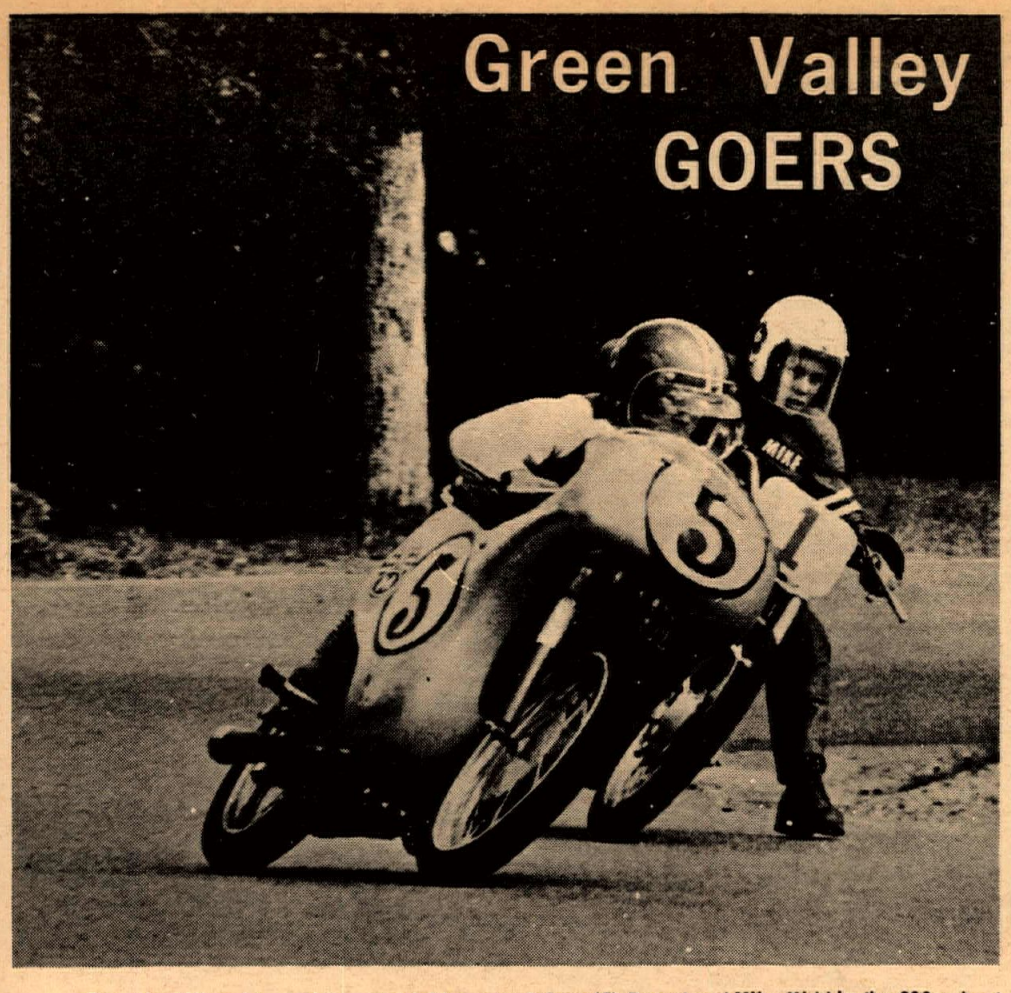
The undersigned entrant and/or his legal guardian by affixing his signature below, acknowledges that he has read the general rules and regulations issued for this event, and those of the governing or sanctioning body, and agrees to be bound by them. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I or myself, my heirs, executors, administrators, successors, and assigns agree to save harmless and keep indemnified sponsors of this event, their respective officials, servants, agents, lessees, local management, entrants, and track owners from and against all actions, claims, costs, and expenses and demands in respect of death, injury, loss of, or damage to, my passenger, my mechanic, or property howsoever caused, arising in or out of or in connection with my entry or my taking part in this event, and not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodys, their agents, officials, servants, owners, lessees, entrants, or representatives, I declare that the driver or operator, or participant possesses the standard of competence necessary and is physically fit for an event of the type to which this entry relates, and that the vehicle and/or motorcycle entered is suitable for the event. The undersigned does hereby certify that he is a duly qualified amateur, expert, or novice class operator rider having been so qualified by a competent organization. It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

I have read all the rules and regulations and statements printed above, and fully understand each and every item contained in this entry application.

Date _____ Signature of entrant _____ If entrant is under 21, parent or guardian must sign here acknowledging his or her consent to the above terms of entry.

_____

Green Valley GOERS



Over the hill and toward the west bridge race Johnny (5) Bryant and Mike Kidd in the 200cc heat.

Story and Photos by John Blanton

FORT WORTH, Tex., Sept. 22 – The Southwest Motorcycle Racing Association held its last road race of the season at Green Valley Raceway with a large turnout of riders, for the Fort Worth-Dallas region has the heaviest concentration of motorcycle racing support in the state.

In the 200cc Production event Joe Joiner (180 Yamaha) snatched the lead from Mike Kidd (200 Bultaco) in the first turn at the top of the hill, but he slipped off on the very next corner and spent almost the whole race getting up into third, behing David Kessler (180 Yamaha).

Thomas Ballor (350 Honda) scored a surprising victory in the Open Production event, though Jet Tharp (350 Yamaha) tried valiantly to prevent it. Larry Piekos (350 Ducati) was third in the 350cc class, and in the same race David Broyles won 650cc honors while Jim Lutz (Bultaco), David Watkins (Bultaco) and Chuck Meadors (H-D) were the 250cc leaders.

In the GP racing division the 100cc event was won by Edward Green on an unfaired Suzuki. Next came Darryl Hurst (100cc Yamaha) and Jim Lutz (100cc Bultaco).

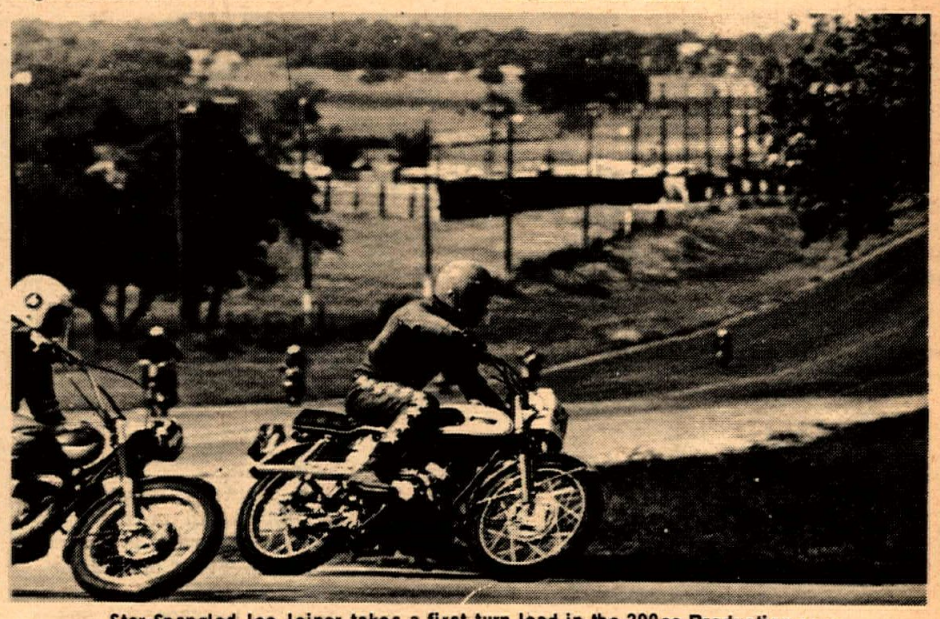
For the first time this year we saw Johnny Bryant and Mike Kidd dualing on equal machines, and a close dice it was. Johnny won the 200cc Heat narrowly on a 175cc Honda after holding off Mike's 175cc Bultaco for the entire eight laps. Jim Lutz, in his third race of the day, was third on a Bultaco.

It was no surprise that Mike Cone (Yamaha TD1-C) won the 250cc Heat, but it was amazing to see, in the closing laps of the race, Larry Beall edge his hot-shoe Yamaha in front of Winston Stelter's streamlined TD1-B and Lloyd Redman's slick Kawasaki. Larry had blown his TD1 series engine in practice, and the bike had been fitted with a street engine from another bike!

lost his lead over Kidd in a minor shunt on the course, and spent the remaining laps sunning the bottom of crankcase just to work his way back to second.

Beall couldn't repeat his earlier upset in the 350cc Final, either, and the finish was as before, except with Beall trailing Redman.

Bradley again came through in the Open Final but Beall, trying to gain a position, attempted to pass Davenport on the right-hand approach to the east bridge and miscalculated. He collided with Virgil, went over the high side of his Triumph, and rolled out of bounds. Larry was only shaken, but the D&L Triumph was bent.



Star-Spangled Joe Joiner takes a first turn lead in the 200cc Production race.

Bradley Unbeatable

In the Open Heat Rusty Bradley (Triumph) renewed his demoralization of the season's opposition. On watching him in the vicinity of the east bridge one wants to say, "No, no! It should be made illegal for anyone to go that fast in here!" It is occasionally hard to believe what one has just seen. Leroy Ferry (750cc H-D) was second in the event, followed by Virgil Davenport (650 Triumph) and Larry Beall (650 Triumph).

Bryant was not able to repeat his 200cc win in the Final event, though at first he seemed about to. However, he

The 1968 Texas road racing season has been a full one, with nine events scheduled by SMRA and one by the Kapital Katz M/C. Compared with four for any previous year, things seem to be looking up. Not the case, however. Jim Hall of SMRA plans to schedule no races for next year, and the future of the sport in this area appears to rest with the motorcycle clubs. Interested and concerned persons can contact the Kapital Katz M.C., c/o John Blanton, Box 6306, Austin, Texas 78702.

(Results on page 16)

Washington Cross-Country Enduro

Story and Photos by Vic Ebbutt

MATTAWA, Wash., Aug. 22, 1968 – One hundred and seventy-two riders crossed the finish line as the Everett Motorcycle Club and the community of Mattawa played hosts to 526 riders Sunday, August 22, for the second annual 100 mile cross-country enduro.

National number 97 Dick Jagow on a 360cc Greeves and young Norm Kopp of Spokane on his 250cc Bultaco led from the start to the checkered flag and finished in that order.

As these two came through town at the end of 42 miles, they raced the entire length of town side by side ELEVEN MINUTES ahead of the third place rider and at Checkpoint 6, they were still handlebar to handlebar. Then Kopp had carburetor trouble but fixed it and still finished second.

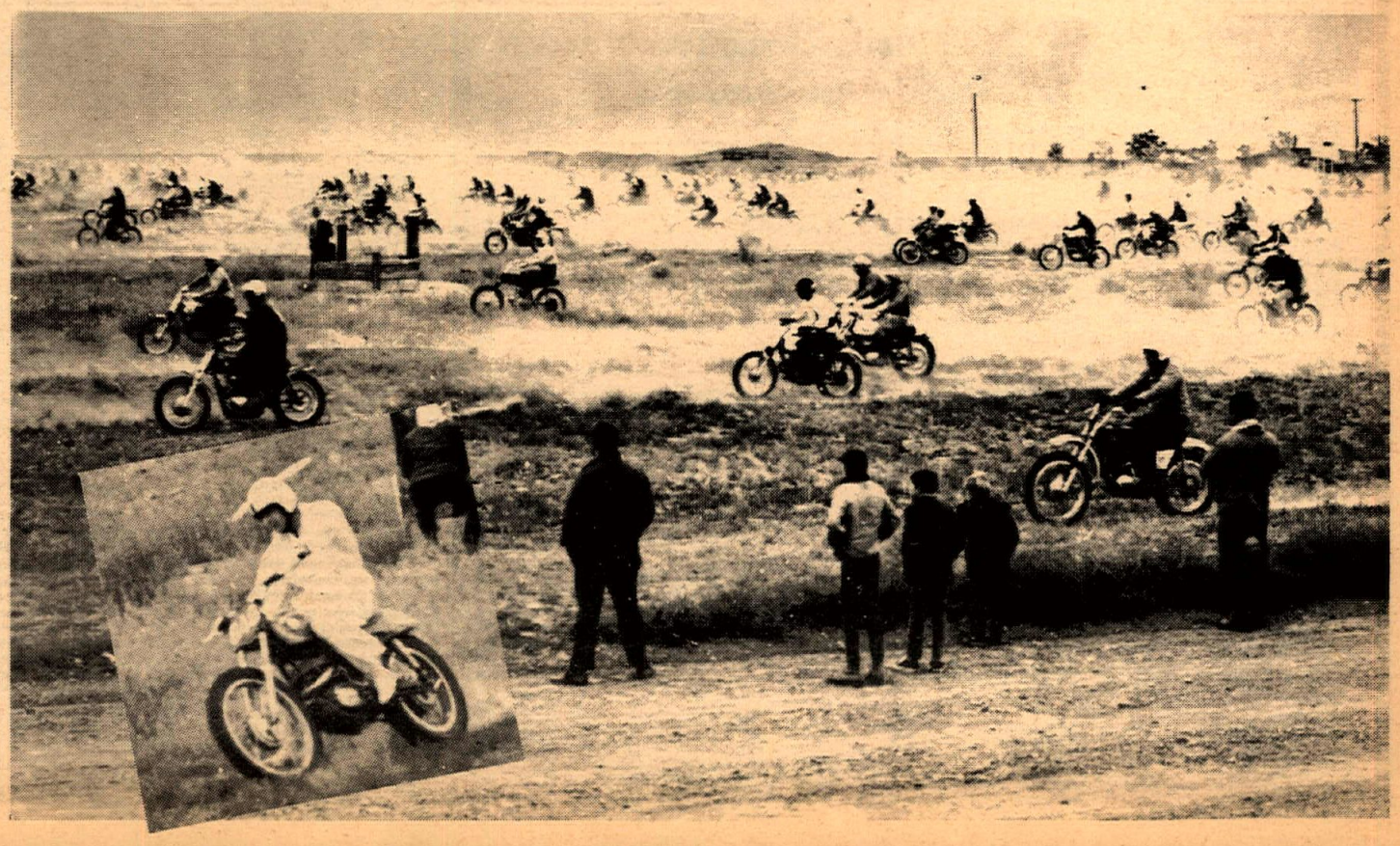
Jagow was also last year's winner, where he covered 102 miles in an incredible two hours and twenty-seven minutes.

The small town of Mattawa is located alongside the Columbia River amid some of the wildest, most desolate desert in Eastern Washington and the real estate thereabouts consists of sand, sagebrush, rocks and gullies. As expected, the toll of both men and machines was considerable, but 172 riders did manage to finish.

The course was laid out in a rather unique pattern which consisted of three giant loops with the motorcycles passing through the center of town twice. This permitted the spectators the opportunity of seeing the contestants in action. It also simplified the fueling situation.

The Seattle Jeep Club was present with fourteen Jeeps and twenty-seven members and their assistance again proved to be invaluable. (Results on page 16)

Below: Away they go! 526 eager riders in pursuit of the bunny-eared hare, played by Bill Chastian (inset). Above left: to the victory... Dick Jagow accepts the spoils. Center: Larry Chase in his first race, broke nose but continued 92 miles and finished. He hid from his wife at refueling stop. Right: Jagow on his Greeves leads Norm Kopp's Bul through the town in close-fought battle for the win.



Sprockets Scrambles

By Ernie Winslow

BAKERSFIELD, Cal., Sept. 14 – The 200cc Experts were defeated once more by Jim Maxwell. Maxwell (Bultaco) was the only Amateur to beat the Experts in a full evening of furious scrambles racing.

Avery Hensley won the 350cc Novice class with a Montgomery Ward's Mojave. This has been one of the surprise machines of the season at Sprockets Park. Matchless-mounted Mike Keen took the measure of a swarm of Open Novice and Amateur riders.

Kawasaki introduced a program for sportsman riders that offers a $10.00 merchandise certificate for each win. This met with Gary Sweaney's approval as he picked up his first victory in the 250 Novice race.

Mike Lane turned in a sterling performance in the 90cc class, the 250cc class and the Open Expert class. Lane is one of the finest all-around sportsman riders in the state.

Randy Smith of Ventura was the winner of the 250 Expert class. Smith and a hard-running Bultaco held off the last lap effort of Rick Newby riding a Bultaco sponsored by Red Davis.

Carroll Jackson (BSA) picked up an easy win in the Open Expert class. Jackson continued his effort for the #1 plate among the big bikes in District 35.

(Results on page 16)

Sidewinders Champions

By J.K. Lacey

Jack (159q) Mott goes under Tony Aicker for the Novice win.

PORTLAND, Ore., Sept. 6 – Bringing to a close a most wonderful season, the Oregon Sidewinders M.C. of Portland threw their Season Championship on a clear but chilly evening, crowned four high-point riders and entertained the folks with some real good racing. With this, the last Class C race in the Washington/Oregon area, many out-of-town card holders came down for one final go at the regular Sidewinders bunch.

From Tacoma, Wash. came Squire Tomasie, the Pacific Northwest high-point Novice, and while never doing too well here before, he was on hand to challenge Jack Mott, current Sidewinders high-point Novice, who had lost to Tomasie the week before at Castle Rock, Mott, awfully tough to beat, gave notice of things to come when he won his heat, while Tomasie had to make the Main via the semi.

Mott Makes It

The Novice Main found Mott (BSA), out front in two laps with the Washington flash bottled in the pack, but by the half-way point Tomasie (Bul.) fought free and gave chase. He closed on Mott, finally finding himself a suitably fast groove, but by then it was too late and he trailed Mott to the checker. Prineville's Bill Jackson (Bul.) finished third, holding off the rest of the eager Novices. Perhaps next year Mott can bring back to Oregon the top ranking Amateur spot that the Beaver State held in 1967 when Mark Williams was our National Amateur Champion.

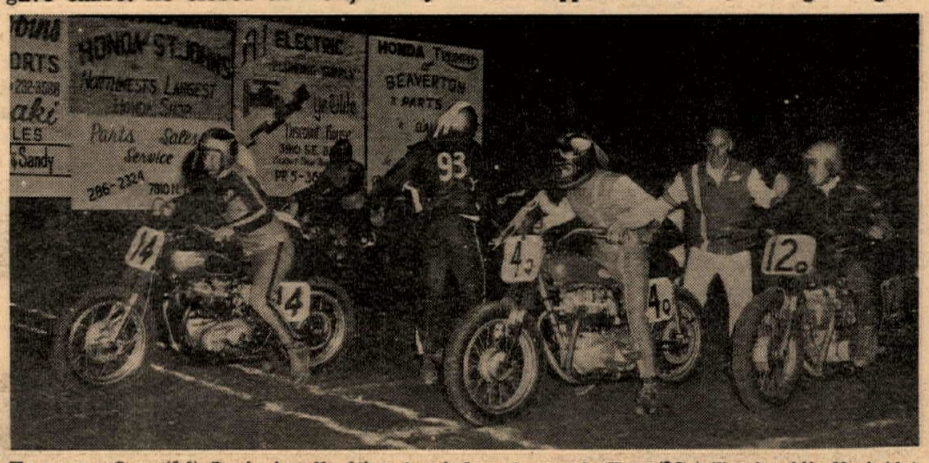
Reed Roars

Amateur action was provided by the "no telling who'll win" bunch of Lance Margeson, Ike Reed, Dave Sheffel, Kent Hansen, and traveling down from Kirkland, Wash., the Northwest's top Amateur for '68, Jimmy Jones. Jones won his heat with that cool, determined style of his, as did Reed, Jones' arch rival. To the Main Event they went, Reed (Tri.) getting one of his better starts and the lead while Jones ran fifth. Sidewinders high-point Amateur Sheffel (Tri.) chased Reed in second, making an early bid and then, as the song once said, "along came Jones." Out of fifth and into third place in one lap he charged, catching Sheffel on the downhill and passing into second, four laps remaining. But Reed was moving and pressure is something this boy doesn't know exists as he rides just as hard out front as when chasing. So it was Reed, Jones second, and Steady Dave third. Had there been more laps it might have been different, however, as on the last circuit Reed's mount misfired and finally ran on only one cylinder, but one was enough to take him across the line for the win...

Williams Wails

Back from the National trail to add spice to the Expert line-up were the crowd favorites Mark Williams and Ray Carroll. Twice this season Williams has left to race National events and each time Nat'l #97 Dick Jagow has taken over the Main Event win spot, once grabbing two in a row before Williams returned and stopped his streak. Now again Jagow had two wins going for him when who should amble into town again but young Mark Williams. Yes, sir, and just like that he socked it to 'em again! Expert Main Event time, the last for 1968, and Jagow (Tri.) led out of the first corner only to miss a shift and drop all the way to fifth (later Dick fell but returned to the race last and remained there). This left the door open for another Portland National Number, 14, Triumph-mounted Gary Davis, last year's and this year's Sidewinders high-point Expert. Gary grabbed the lead and began to tear around but alas, 'twas to no avail as Williams, also Triumph, closed in and snatched the lead coming out of the downhill corner. Mark stretched it out to a convincing win with Davis second, while T.L. Hoglan (Nor.) trailed home third. A really good season finale Main Event and well worth the admission for the night's spectacle.

(Results on page 16)



Tag racer Gary (14) Davis is off with a touch from teammate Tom (93y) Wood, while Mark (4q) Williams awaits the tag from 12q.

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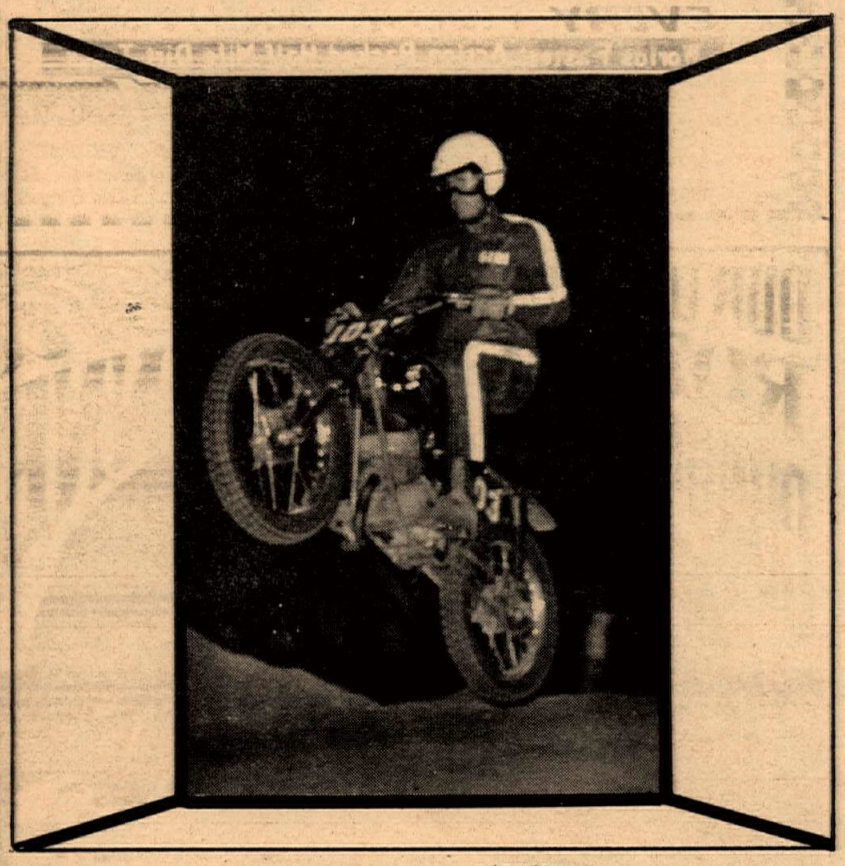

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LAGUNA TOUR

By Billie Sager
Photo by Bill Harmer

MT. LAGUNA, Cal. – The 4th Annual Laguna Tour given by the Road Cruisers M.C. of San Diego, was quite successful considering the fact that a torrential rain fell upon the area during the night, and continued on into the next day. The avid enthusiasts did not let this bother them, however, for they stood in the down-pour during the field events, their only concern being for their machines. Even as the judging was going on, many of the tents were being swamped with a gushing stream of muddy water from the hillsides, but spirits never lessened and laughter rang throughout the forest. As quickly as possible, the events were finished and everyone returned to The Blue Jay Lodge, owned and operated by a wonderful man named Tom Huntington.

On Saturday, following sign-ins, the Huntingtons put on a mouth-watering feed of either fried chicken or fish with all the trimmings. Later in the evening, a band was furnished for a real stomping dance until wee hours of the morning, at which time everyone went to their respective camp-sites on the private ranch of the Huntingtons. If you've never gone on an overnighter, you don't know what you're missing – especially in thunder, lightening and rain.

On Sunday, as the daylight hours approached, with rolling fog and more "abundant dew," everyone fell out of their pads full of vim and vigor. All sorts of descriptive "yodels" could be heard for miles, but nothing daunted the dripping affair. Upon completion of the events, and when everyone had returned to the lodge, cups of steaming hot java were served, a special appreciation trophy went to Mr. Huntington, and the following trophy awards were presented:

Male solo: Frank Aupperlee of the Oakland East Bay Wheels on a BMW.
Female solo: Ann Melanson of the Singing Wheels in San Diego, on a Honda 350.
Family Group: The Jim Lee's of the Vista Travelers, again with his entire family of 5 on one Harley–sleeping bags, tent and all!
Best dressed couple & machine: Ed and Carolyn Folkes of the San Diego Singing Wheels with their Harley.
First mail-in entires: Darrell & Denise Wilburn of the Vista Travelers.
Longest distance rider: Frank Aupperlee of the Oakland East Bay Wheels, riding a BMW.
Largest club in uniform: Mary's Men of San Diego, with 22 members.
Longest distance club: The Themadones of Bellflower.
Swing Dance contest: Harry Teachout and Helen Ray, out-riders.
Waltz contest: Churck & Becky Myers of the Pacific Coasters.
First place rider: Edwin Hobby of the Mary's Men in San Diego.
Second place rider: Johnnie David of the Aztecs.
First place passenger: Nellie Rosendale of the Aztecs.
Second place passenger: Charlene Pabloff, an out-rider.
Oldest machine ridden all the way: Thomas Meacham on a '33 Harley, of the Mary's Men in San Diego.
Sweepstakes award went to Eugene Lafferty of the Pacific Coasters.

Special awards went to the following:
Youngest AMA rider: Terry L. Rosendale, age 16, of the Aztecs, was awarded a merchandise certificate donated by Sonny Angels Shop in National City.
Most Congenial female: Darlene Campbell of the Singing Wheels was awarded a merchandise certificate donated by Lemon Grove Honda.
Most Congenial male: Ken Allen in the Mescaleros of Southern Calif., was given a Parker pen & pencil set.

The following dealers gave cash donations, a real boon to the small clubs of our area: Brattin Motors, Vesco Cycle Sales, Chuck Holenda Harley, San Diego House of Honda, San Diego Harley Shop, Grove Kawasaki, Honda of San Diego, Motorcycle Equipment, Stan Bryan, Valley Motorcycle Sales, Lucky Yamaha, South Bay Yamaha and Floyd Emde.

There were approximately 175 people on this run, representing clubs from all over the state. The Road Cruisers would like to thank each and every person that helped make this run a success, and to voice their pride in being affiliated with the wonderful people that make up the most fascinating sport of all – motorcycling. Keep 'em rollin'!

Cannady Sweeps Trojan Junior Mains

Sample of the action often found in Trojan 250cc Class.

By Mike Capalite
Photo by Bill Pettigrew

SO. GATE, Cal., Sept. 19– Gene Cannady (Hodaka) swept the Junior class Thursday night in the 100cc class at Trojan Raceway as he topped his class in both the TT events and the Short Track. Finishing second to him in the TT was Tom Heard (Hodaka) and in the Short Track it was Tom Opsahl (Allstate). He wasn't so fortunate in the Trophy Dashes which pit Junior and Senior riders together as Paul Wilde (Yamaha) went wild and beat out the seemingly eternal TT Trophy Dash winner Gary Bailey (Hodaka) and came right back to win the 100cc Short Track Trophy Dash. Paul also topped the Senior Short Track Main Event with Dale Hopkins (Suzuki) finishing second.

Bailey Blasts Seniors

In the 100cc Senior TT Main Event, Bailey got his revenge for the Trophy Dash loss as he beat out Wilde for the win. Third place went to Jack Morgan (Hodaka).

Bailey (Greeves) is still the man to beat as he copped the 250cc Trophy Dash win ahead of Wilde (Yamaha) and then came back to win the 250cc Senior TT Main Event, again ahead of second place Wilde, thus making his revenge complete.

Taking home the gold in the 250cc Junior TT Main was Tim Hart (C-Z) with second place going to Larry Shoemaker (Bultaco) with Jim O'Neal (Bultaco) taking third.

(Results on page 16)

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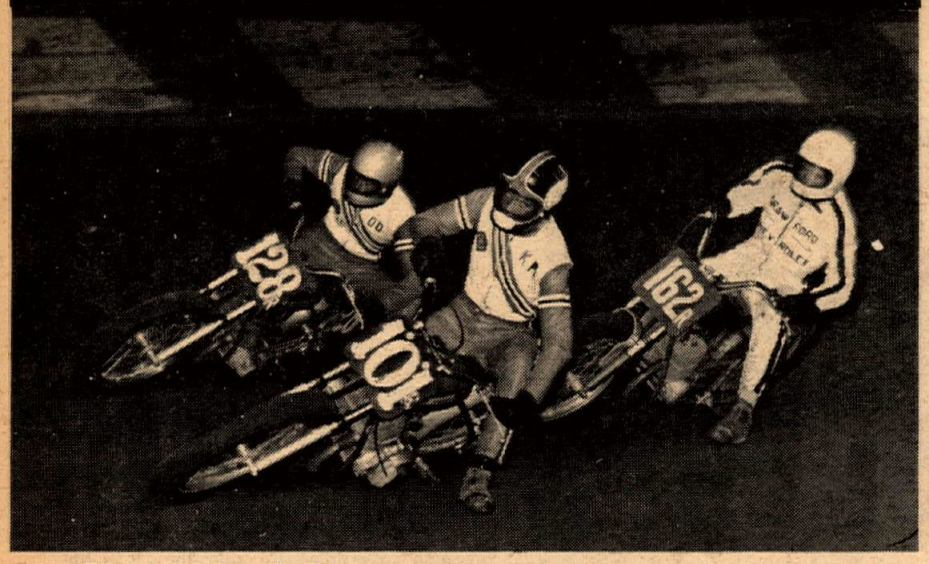

Photos by Dennis Greene

Keith (101) Mashburn, almost undefeatable in the Novice class.

Add yet another name to the fast growing list of pre-race favorites for the Eight Mile National on October 12th. This time it is Gene Romero and his Bill Love Triumph from San Luis Obispo, Cal.

Romero became the seventh Expert to win a Main Event this season at Ascot and he did it in a manner that is good enough to win the big one next week. The fast-go-from-SLO was the big gun all evening in the white plate class.

First he stopped Mel Lacher's heat race win streak at ten straight, Melvin settled for second. The two met again, in Mel's favorite race, the Trophy Dash. Again it was "The Triumph Tiger" the winner with Mel having engine troubles and dropping back to fourth behind Shorty Seabourne and Bruce Holland. It was also Gene's first Dash win of the season.

Wherefore Art Thou Romero?

The third and final outing, the 15-lap final, had Lacher again in the lead for the first five laps. Then it was Romero taking over and moving out to make it three in a row for the night. His first sweep ever as an Expert. It was another first as it was also Triumph's first time in front this year at the training ground of Champions.

Steve Pederson and the Mellow Velo.

Seabourne came up to grab off second with Dan Haaby holding onto third. Lacher slipped back to fourth after being passed by Romero but still holds the point lead over DeWayne Keeter who did not make the final.

Conserriere Crashes

Paul Conserriere crashed on the 14th lap. He was involved in a three way run for fifth place and hit the wall hard going on the backstretch.

Gene (20) Romero took it away from Mel (37) Lacher.

Ernie Pico's "Mellow Velo" joined the winning ranks for the first time in years when Steve Pederson caught fire in the Amateur ranks and captured both the heat race and the ten lap final. Point leader Don Harms ran second with Tom Rockwood coming from the back row to take third.

Jim Rice again dropped out with engine troubles and Geezer Emick fell off in the south turn trying for the lead while in a close duel with Pederson and Harms. Geezer again walked away.

"Mash The Flash" Nabs Novice

Keith Mashburn posted his fifth straight heat race win and made it five-in-a-row in the Novice Main Event department on his Yamaha twin. His ten in a row streak again places him within striking distance of another Ascot green plate record.

Randy Smith was a distant second with Dave Aldana staying on the wheels all the way to finish in third. Dave Stroman and Dennis Kanegae banged number plates with Stroman high-siding but later walking away.

(Results on page 16)

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WHEELIE'S OFF AGAIN!
...this time by canoe

Legendary giant of motorcycling Frank ("Wheelie") Wheeler departed from Southern California Sunday, Sept. 29 for La Paz, Baja California, only this time his trip is not by bike, but via canoe. Wheelie's round-trip sea voyage covering 1000 nautical miles will be powered all the way by a 3-1/2 horsepower outboard motor, manufactured by Yamaha.

The purpose of the trip will be to demonstrate the qualities of the new Yamaha outboard.

Wheelie's seagoing 14-ft. fiberglass canoe was built as a special project by Wixom Bros. of Long Beach, manufacturers of motorcycle fairings.

He plans to "live off the sea" by catching enough fish to fee himself and his only companion, a dog named Perro.

Lodi Bowl Closes

By Babs Chase

LODI, Calif., Aug. 16, 1968 – Some 1600 spectators watched as 188 riders competed in a very enjoyable and exciting night's scrambles as the last race of the Lodi Cycle Bowl season made everyone want to win more than ever.

In one of the very fastest events of the evening, the 250cc Expert race, Keith Carlson of Newark, Calif., Bultaco-mounted, got the lead right from the start with Phil Hinkle and Jim Foley of Lafayette following close behind. After some exciting fast laps, Hinkle went down, and with nowhere to go Foley ran right over him, flew 55 feet in the air, came down in a somersault.

They were both badly shook up and scraped and bruised, but both walked from the track.

Honorable Mention

There is a fellow who deserves mention, Bill Whitlow of Napa, Calif. Bill has been scrambling about a year, rode his first Heavyweight race in this event. Bill brought out a Montgomery Ward Mojave, completely stock except for some Daytona handlebars, and out of a 10-man Main, he got a 4th. Not bad, huh?

High Point Winners All

For the High Point Expert Overall, Paul Johnson of Lafayette, Calif. won that title as he got high point in both the 250cc Expert and the 500cc Expert classes. So Johnson went home with 5 trophies. Paul really worked hard for these awards and all are very proud of him.

(Results on page 16)

HOW DOES THAT GRAB YOU, BRAND LOVERS?

What's in a name, Shakespeare mused. We ask you, does a motorcycle by any other name run as sweet? Here are some rather weirdly named brands of motorcycle that were actually built and sold, and probably gave their owners just as much pleasure as the familiar brands of today.

How would you like to take a ride on a **N.U.T.?** That might not be as embarrassing as wheeling up to the local drive-in on a **Bastert,** which was manufactured from 1949 to 1955.

Perhaps you like to take a nip of the jug now and then. In that case, you deserve to own and ride a **Blotto,** but get the 125cc model, the 350cc would be too fast for someone in your condition.

If you were transcendental, you might choose to ride the **OM,** if patriotic, the **J.F.K.** Cycle World subscribers might prefer the **S.N.O.B.** but they'd have to be satisfied with a 1926 model... that's the last year they were made.

Sierra Clubbers would probably feel at home on a **Horsy** and what Hells Angel wouldn't swap his hog for a **Devil?**

If you traded a **Hasty** for a **R.I.P.** it might **Hurtu** or you could end up with a **Juncker** that you would have to **Fix,** and that would be a **Pitty.**

But lest this choice of brands confuse you, remember, that you can always choose a **Scylla,** for there never was a motorcycle called **Charybdis.** Personally, we don't give a **R.A.P.**

Jones&Keeter To Australia

California professional racers Chuck Jones and Dewayne Keeter will leave soon for a series of races in Australia. Cycle News will be reporting their adventures.

San Francisco Trials Winners

Winners of the Sammy Miller English Trials held near San Francisco recently were (pictured, left to right) 1st Expert, Jim Wilson, 2nd Ex. Bob Grove, 3rd Ex. Bob Nickelsen, 4th Ex. Bill Brokaw, 1st Novice Phil Jacobson and 1st Girl, Mrs. Bill Brokaw.

There were seventeen traps, two ten-mile loops, and about 150 riders competing. It was foggy and misty; there were water, rocks, mud and redwood trees. It was great!

COMMIES MUST WEAR HELMETS

According to the German cycle magazine "Das Motorrad," all European communist bloc countries except the Soviet Union have compulsory helmet laws. None of the western European democracies do. It seems that in a totalitarian regime, the citizen's life belongs to the state so completely that it must be protected at the expense of freedom.

Trackin' The Big Orange

ORANGE COUNTY, Calif. Sept. 25, 1968 – The heroes of Wednesday night's short track at Orange County Speedway were Jimmy Raymond in the 100cc class and Stan Rogers in the 250cc class. Jimmy captured the 100cc Main Event and Trophy Dash and Stan Rogers repeated the wins in the 250cc events.

Neith Jim nor Stan had an easy time of it however. Keith Mashburn and Chris Smith gave Jimmy a lot of trouble in the 100cc Main.

A fellow who just started flattracking and came out of the TT events was R.W. Ring from San Diego on a Yamaha. To everyone's surprise, Ring finished fourth in the 100cc Main and did it quite handily, beating out old timers such as Randy Layne and Randy Ellis.

In the 250cc Main, in second place was Randy Ellis on his Bultaco and right behind Randy, coming on strong in the finishing laps was Bob Bailey on his Honda.

ACA flattrackers and TT riders will have two more meetings this season, and the events will conclude on October 7th.

(Short track results on page 16)

Corduroy Is Penton Benefit

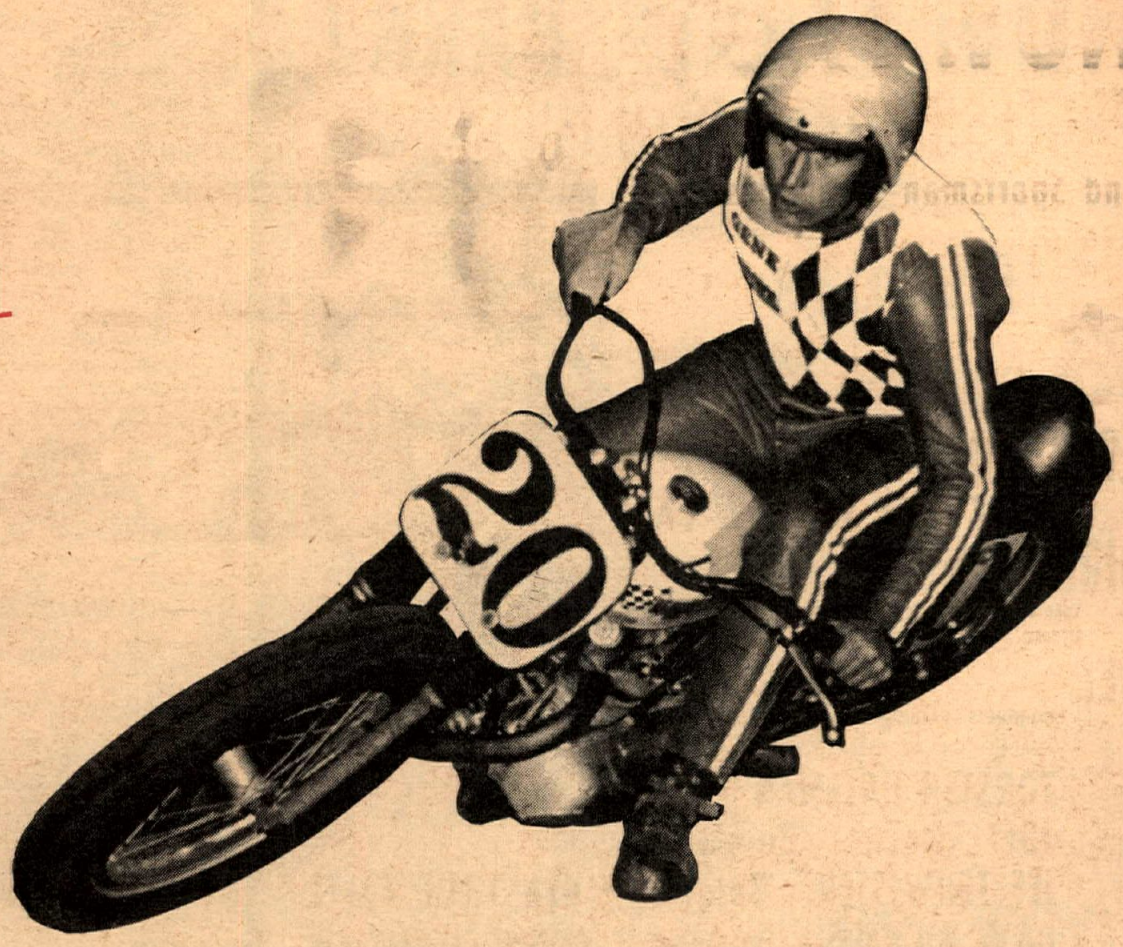
Complete results from the Corduroy International Trial sponsored by the Canadian Motorcycle Assoc. on Sept. 7 and 8 are not yet available. Unofficial results indicate that the Penton Works Team from Amherst, O., ran off with the ballgame.

The Penton Team, consisting of Leroy Winters, Tom Penton, John Penton, and Ed Towne, won the High Point Team Overall Trophy. Leroy Winters captured the individual overall high point on a 125cc Penton, Tom Penton, piloting a 100cc Penton Berkshire, won first place in the 100cc Class and John Penton, also riding a Penton 125, took home the Open class win and second over all. This is really a fantastic performance when you realize that there are only two classes at the Corduroy; 100cc and below and Open class, which includes everything from 101cc to infinity. It might also be taken into consideration that John took a tumble after the first forty miles and rode the rest of the race with a broken collar-bone.

Canadian Bill Sharpless won the special hill climb section on a 250cc Bultaco Metisse, John Penton set fast time on the five-mile cross-country race and William Peck of Latham, Mass. and John Penton both cleaned the special trials section.

"Tom's horn is on the bum, daddy. Can he borrow your traffic whistle?"

Live the Triumph Life



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SEPT. 27, 1968
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HOSAKA TOPS EXPERTS AT 1st ANNUAL 100cc GRAN PRIX

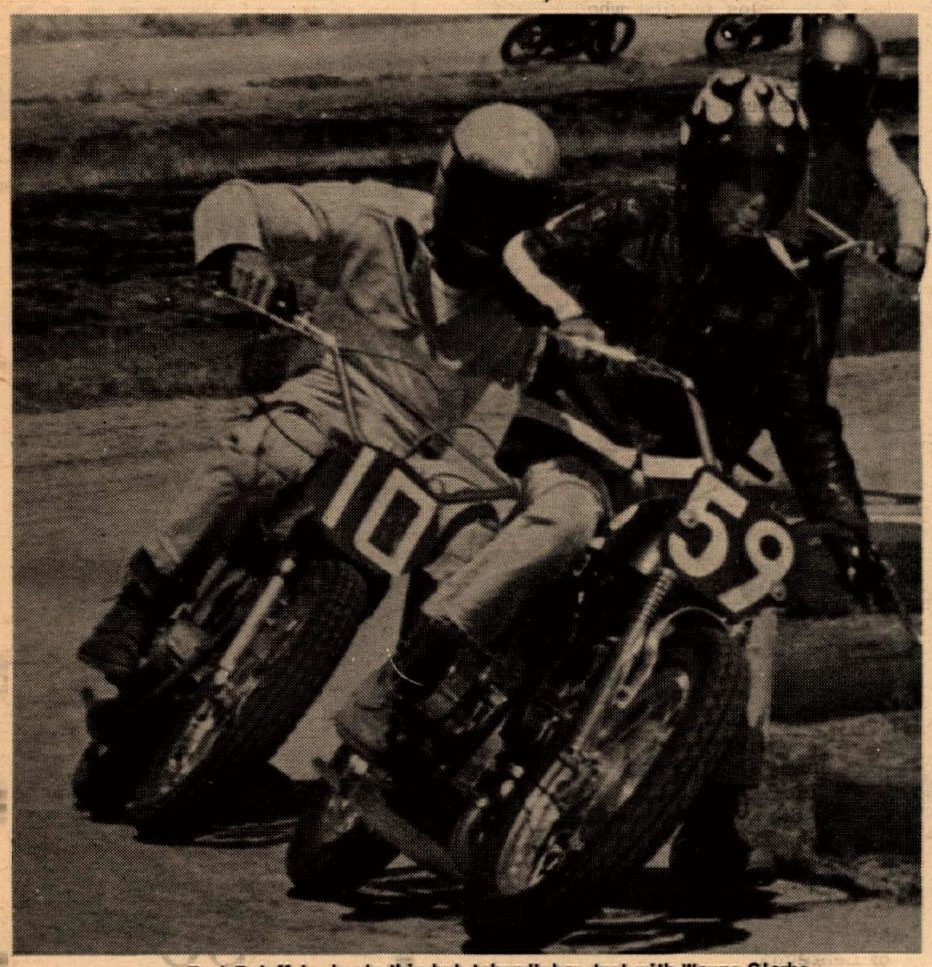
Story and Photos by Bill Harmer

SAN DIEGO, Cal., Sept. 22 – Trucks, vans, and trailers began to arrive early Saturday morning at Southbay Speedway loaded with little 100cc motorcycles and their hopeful pilots, all seeking victory in the biggest small bike altercation of the year. The entire day was scheduled for practice on the sun baked, pavement-like course. There were entries from Nevada, Arizona and Washington and from such distant California cities as Sacramento, Stockton, Modesto, Bakersfield and Monterey, bringing the cream of the lightweight TT racers from Districts 35, 36, 37 and 38 to meet in motor conflict.

Roloff Rolls On

The Novice race saw the 11-year-old Las Vegas Bridgestone hotshoe, Gary Wells, shoot to the fore, hotly chased by 11-year-old Yamaha jockey Earl Roloff and 18-year-old Hodaka pilot Wayne Clarke, of El Cajon. If it had been a five-lap event the little flash from Las Vegas would have won handily but at that point he fell momentarily, then faded rapidly and retired with apparent motor trouble. Roloff and Clarke put on a hub-to-hub battle for 37 laps with the lead changing several times before Clarke dropped his Hodaka briefly on the switchback and Roloff went into a commanding lead which he never relinquished.

The leading Novice finishers were permitted to enter the Amateur event so it was no surprise to see the first and second place riders among the leaders but with Dave Itami putting his Hodaka out in front in the first laps Suzuki-mounted Dale Hopkins of El Monte held a steady pace and kept his bike in third or fourth spot until about the 15th lap when suddenly he twisted up the wick and shot past the leaders to take over top spot, a position he never gave up for the rest of the race. Itami spilled on late lap eliminating him from what appeared to be a sure second and Wayne Clarke had engine failure robbing him of a finish in the top three.



Earl Roloff Jr. leads this hub-tohandlebar duel with Wayne Clarke.

Dapple-trousered Carol Chiara flew to 2nd place.

Experts trophy to Wayne Hosaka, presented by Miss Gail Newgent.

As the Experts lined up to start their 70-lap, 56-mile affair the names and numbers of many of them were familiar because of their activities in races involving larger sized motorcycles, but the rider being watched was Kenny Roberts, a 3 year District 36 Expert from Modesto. Although a 16-year-old Modesto High school sophomore, Kenny weighs 95 lbs. and stands only 4'8" tall.

Hosaka Comes Through

Kenny Roberts and Wayne Hosaka had been battling for quite a few laps. Both boys were excellent riders but Roberts' size was a definite advantage and it looked as though he would be able to go on to the win although Hosaka was less than a bike-length behind most of the time. So, it was a costly time for Kenny's Suzuki to run out of gas, coming into the sweeper. Hosaka sailed on by and went on to victory.

(Results on page 16)

SADDLEBACK PARK!

Special Events

OCT. 6

San Clemente J.C. Grand Prix Moto-Cross
(For information, call Don Day, 714/633-8260.

-- SCTA Trials Event
(For information, call Bob Grove, 714/538-5111)

OCT. 13

-- ACA Moto-Cross

-- Mini-Bike Mini-Scrambles & Mini-Hillclimb

OCT. 20

-- Open Date

OCT. 27

AMA District 37 Moto-Cross
Sponsored by San Bernardino M.C.

SADDLEBACK PARK is freeway close – take Newport Freeway to Chapman Ave., go east on Chapman to Santiago Canyon Road, turn right to Saddleback Park Road, opposite the fire station. Open Daily. (Planning an event of your own? Hold it at Saddleback Park. Write Vic Wilson, Saddleback Park, Box 2455, Orange, Calif. 92667 for details; phone 714/639-5832.)

TIE FOR SPEEDWAY POINT LEAD

By Mike Capalite

SOUTH GATE, Calif., Sept. 29 – Sunday night at the South Gate oval provided some of the most exciting Class A speedway battling yet seen as the track point lead became a three-way battle.

Steve Scott proved himself master of the heat races as he swept the field in all five of his heat races, making him high point man for the night. Steve settled for second in the Trophy Dash and the Main Event, behind Eddie Mulder in both races.

Rick Woods set a new one-lap record of 12.85 in Qualifying as the track was super-fast.

TROJAN SPEEDWAY POINT STANDINGS (After Sept. 29, 1968)

By Mike Capalite

1.	Sonny Nutter	110
1.	Rick Woods	110
2.	Steve Scott	107
3.	Elliott Schultz	82
4.	John Carter	75
5.	Eddie Mulder	62
6.	DeWayne Keeter	57
7.	Paul Conserriere	56
8.	Larry Heinselman	50
9.	Chuck Jones	49
10.	Lee Stumpenhaus	47

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(Act of October 23, 1962: Section 4369, Title 39, United States Code)

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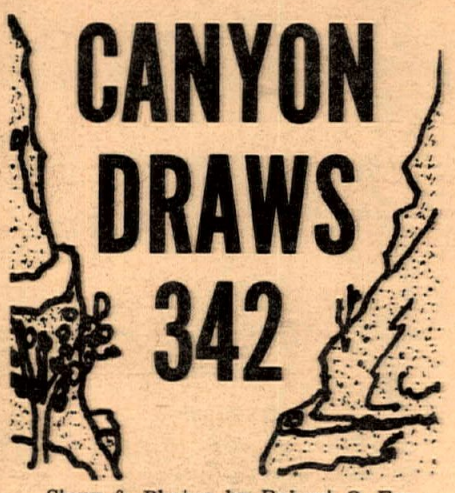
GRAND CANYON DRAWS 342



Story & Photos by Robert O. Fee

While the desert dwellers sweltered, 342 road riding motorcyclists wheeled to the high country over the Labor Day Weekend and enjoyed mild mid-70 degree temperatures that prevailed around Arizona's famous Grand Canyon. The cyclists rode in from as far away as Denton, Texas and National City, California with the majority of out-of-staters coming from New Mexico, Nevada, and Southern California.

On the road in the high country between Williams Junction and the Grand Canyon, a few of the 342 entered Tour riders.

Depending on the direction from home, the riders found entry points at Ashfork, Prescott, and Flagstaff, Arizona where their mail-in credentials were checked. The Valley Vagabonds of Phoenix, sponsors of the Grand Canyon Gypsy Tour, did not establish a post entry for the Ninth Annual Event, but accepted mail-ins only. This resulted in turning away about 75 riders who rode on to the canyon and attended although not actually entered.

Clowns Keep Out!

Some riders not familiar with the National Park System were dismayed to find that it required another dollar to get into the Park. Said Lucky Beauchesne of the Burbank Silver Eagles, "The flyer should have mentioned the admission charged at the gate."

There were many riders who found they couldn't buy their way into the park at any price. Approximately 60 clowns of the serape and sissy bar set were encamped at various spots outside the south entrance gate.

Their presence outside the park caused no problems other than the cancellation of the Saturday evening dance that had been planned at Tusayan Lodge, located outside the park's boundaries. The Valley Vagabonds didn't feel that the outlaws should be given any forum on which to perform and as the Rangers had denied them entrance to the park, the Gypsy Tour riders could stay inside the park.

The Coconino County Sheriff's Office assigned 18 deputies to patrol the campgrounds occupied by the outlaws. Outstanding cooperation between the promoting club and the Sheriff and the Rangers was evident at every turn during the three day rally.

Saturday, the Vagabonds fed their guests and then awarded several trophies. Winners of the draw trophies were:

MALE SOLO: 1. Tom Yarborough, 2. Robert Baeighkley, 3. Richard Siegrist.

GAL SOLO: 1. Sharon Schley, 2. Dana Hodge, 3. Mary Weddle.

Several trophies were awarded for firsts: 1st mail-in entry: Loran Short (male class). 1st mail-in entry: Carol Wing (Gal class). 1st mail-in entry under 16 years old: Mike Shepard (13). 1st entry through the checkpoint was C.H. Luckinbill of Norwalk and the first family through the checkpoint...the seven Clarks from Riverside.

Sunday morning a parade took the riders from the campground by the cafeteria and store, through the NPS residential area, to the Grand Canyon High School recreation yard. Here the judges held forth, deciding the most beautiful, oldest, youngest, shortest, tallest and farthest away.

The Riding Roulettes out of Las Vegas took the Best Dressed award with their flaming orange uniforms. This club had preceded your reporter through Ashfork and the lady proprietor of the Texaco Cafe was overheard telling one of her personal friends how beautiful their uniforms were and cited their exemplary behavior. Unaware that it was a Cycle News Reporter swigging her brew (coffee), she highly praised the organization and manners of the Valley Vagabonds to her friend.

Jim Weisenhunt rode a 1947 Indian from Phoenix and qualified for the oldest motorcycle on the run. The oldest rider was Percy Markowski. The youngest was Mike Smith (15) of Albuquerque. Because Nevada riders are generally licensed much younger than other states, the Vagabonds created a special class. The youngest rider from Nevada was 17 years old.

Youngest Rider – 2 Weeks Old

Youngest AMA passenger was Clayton Lesser (age 4) from Sierra Vista, Airz. and youngest entry was Stephanie Leslie, born two weeks earlier, who was 14 days old when she checked in as part of the Nomads M.C. pickup crew. Her attractive mother, Pam, was 1967 Grand Canyon Tour Queen.

Petite Dixie Barron from Sierra Vista was chosen queen of the 1968 Gypsy Tour from a large bevy of attractive young entrants.

Also on the distaff winners list was one of those little gals that make a big impression with a bright smile, a twinkle in her eye, and a real pleasant manner. Garnett Tobias of the Jack Rabbits M.C. took a full load of trophies back to Mesa (Ariz.). Along with the oldest Gal rider award, she stood 5 feet one inches as the shortest rider on the tour and her motorcycle was judged to be the best looking foreign stock machine.

Don Brown of Long Beach had the best looking foreign stock machine for the Men's class and Jim Thomas with the Ajo (AH-Ho) Throttle Twisters took the best looking American stock machine,

Cycle News contributor Bill Harmer pauses to take in the sights at the rim of the Canyon.

male class. Zeda Hathaway, a Canyon State rider from Phoenix won the gold for the best looking American stock (gal class) with her Harley Electra-glide.

The Shepards, Harold, Ruby, and Mike took the best looking family award and Ruby was the long distance gal rider coming from Albuquerque, New Mexico.

A Long Haul

Allen Donaldson rode 1200 miles from Denton, Texas for the long distance award. His feat was almost equaled by Lee Dawson who rode from Carson City, Nevada and was awarded gold for his 736 mile trip on a motorcycle under 250cc. The Aztecs M.C. from National City, Calif. took the club class by logging 562 miles. The Mesa Jack Rabbits had the largest club present (17 members).

Tallest rider, Leo Treiber from Phoenix, stood six foot, nine inches and tipped the scales at 330 pounds, also the heaviest rider on the run.

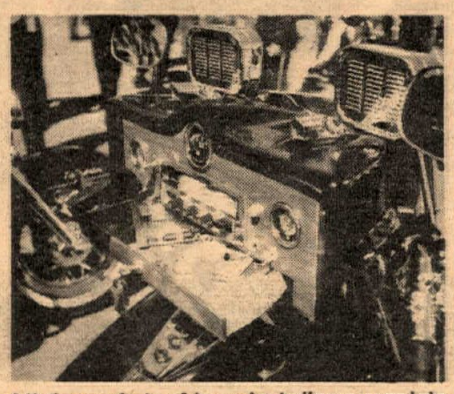
Martin Janssen of Phoenix was judged to have the best looking male leg. With much feeling of the matter, Art Powell judged Vivi Flatt, also from Phoenix, to have the best looking leg (female class).

In other best dressed categories: Del Beauchesne (Burbank), male solo; Patty Crittenden from Las Vegas, gal solo; and Bill and Joyce Starling out of Ajoe (Arizona), couples.

The customized motorcycle trophies were won by Ray Spezze (Glendale, California) male class, American make; Zeda Hathaway, gal class, American make; Dene Cromier, gal class, foreign make, and Wayne Flatt (all of Phoenix) male class, foreign make.

The best looking sidecar trophy was hauled home to Phoenix by Donald and Helen Bolden. Don estimated he had over 200 hours invested in the modification of his Watsonian sidecar which he pulls with his BMW.

An interesting sidelight developed during the couples judging when Master of Ceremonies, Vagabond Hank Harden announced that the couples trophy had been contributed by an individual rider rather than a business concern. When queried by Cycle News as to why, Jim Thomas from Ajo replied, "Pili (his wife) and I feel that it's a way of contributing to the betterment of the sport." The young couple have contributed six trophies to various rallies during 1968.



All the comforts of home including a complete stereo unit went along on this super-customized machine.

Two games attracted many riders to participate. The boot race was won by Keith Blossom and Bob Piche proved himself the champion peanut pusher. Bob was attending what might be his last motorcycle event with mixed emotions. His four-year-old son is hospitalized and the family is anxiously awaiting laboratory tests to verify a tentative diagnosis of Leukemia.

Sunday afternoon was taken up by the field meets. Those who didn't compete or watch the activities rode around the rim and enjoyed the everchanging colors of the Grand Canyon. Winners of the field meet were:

OBSTACLE RACE:
Roger Judd (lightweight), Shanon Scott (heavyweight).

SLOW RACE:
Earnest Dovers (lightweight, Burney Clark (heavyweight).

WIENIE BITE:
Kathy Lesser (lightweight), Phyllis Clark (heavyweight).

PIN THE DIAPER:
Kathy Lesser (lightweight), Debbie Clark (heavyweight).

HANKIE PICK-UP:
Bob Jenning (lightweight), John Osbeck (heavyweight).

DROP THE PIN:
Kathy Lesser (lightweight), Richard Smith (heavyweight).

Many riders chose to cross the great American Desert in the dark hours and so took their leave of the high country's cool climes in the mid-afternoon or early Sunday evening. Those who stayed over made their own fun in the absence of organized activities. Some clubs such as the Canyon State Riders M.C. relaxed around the table with a beer or watermelon and quiet conversation while the kids romped around the campfire. Others like the Jack Rabbits M.C. played cards under the Coleman lantern and the Valley Vagabonds had over 35 riders gathered around their campfire for a songfest.

It didn't take long for the campground to empty Monday morning as the Gypsy Tourists loaded up their motorcycles, rode slowly by the rim for a last look at that great gash in the ground, and then turned south, headed for home.

There is something attractive about the Grand Canyon Gypsy Tour that brings most of the riders back year after year. Perhaps it is relief from the scorching lowland temperatures, the challenge of a long ride, the everchanging character of the canyon, itself, or perhaps it is the friendliness and camaraderie of nice people, who if they win a trophy – great. If they don't – "So what, we enjoyed your company."

Regardless of reasons, the Valley Vagabonds are proud of their efforts and the Grand Canyon Gypsy Tour continues to grow.

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RESULTS

SPROCKETS SCRAMBLES
Bakersfield, Cal., Sat., Sept. 14, 1968

By Emie Winslow

90 NOVICE
1. Ron Powell Yam
2. Arthur Carter Hon
3. Larry Fairbanks Hon
4. Larry Stewart Yam
5. Bruce Walker Hod

90 AMATEUR
1. Dana Thompson Suz
2. Jack Rea Kaw
3. Ray Frost Bri
4. Dale Medford Hod
5. Darrell Smith Bri

90 EXPERT
1. Mike Lane Hod
2. Jeff Johnson Yam
3. Wade Zimmerman Bul
4. Randy Smith Hon
5. Joe Roseberry Kaw

175-200 NOVICE
1. Gary Walker Bul
2. Don Bailey Bri
3. Bruce Davis Bul
4. Jay Davis Bri
5. Dick Davis Bul

175-200 AM./EX.
1. Jimmy Maxwell (A) Bul
2. Guy Smith (E) Bri
3. Ron Tobey (A) Bri
4. Randy Matthews Bri

250 NOVICE
1. Gary Sweaney Kaw
2. Pat Colby Bul
3. Norman Jurett H-D
4. Dickie Hughes Bul
5. William Sullivan Bul

250 AMATEUR
1. Stan Mills Mon
2. Tom Church Bul
3. Butch Bevins Bul
4. Charles McCracken Bul
5. Larry Rogers Bul

250 EXPERT
1. Randy Smith Bul
2. Rick Newby Bul
3. Tracy Bright Bul
4. Harvey Bakker Bul
5. Ken Wise H-D

350 NOVICE
1. Avery Hensley Moj
2. Art Swortfiguer Hon
3. Jim Harvey Hon
4. Jim Conway BSA
5. Larry Melton Bri

OPEN NOV./AM.
1. Mike Keen Mat
2. Tom Lynch Tri
3. Bill Lamb Tri
4. Charles Rowan Tri
5. Fred Cummings Hon

OPEN EXPERT
1. Carroll Jackson BSA
2. Mike Lane R-E
3. Jack Monger Bul
4. John Scantlin H-D

LUCKY SPOKES M.C. SCRAMBLES
Brush Prairie, Wash., Sun., Sept. 22, 1968

By N.W. Williams

100cc CLASS TROPHY DASH
1. Gary Kapus Kaw

A MAIN
1. Gary Kapus Kaw
2. Billy Lewis Hod
3. Bruce Malvaney Suz

B MAIN
1. Mark Baker Bul
2. Mike Hannula Yam

200cc CLASS TROPHY DASH
1. Darrel Cotton Kaw

A MAIN
1. Darrel Cotton Kaw
2. Mark Baker Bul
3. Mike Thompson Bul

B MAIN
1. Mike McNemar Suz
2. Bruce Malvaney Suz

250cc CLASS TROPHY DASH
1. Bob Lindauer Yam

A MAIN
1. Darrel Cotton Kaw
2. Mike Gregg Kaw
3. Ken Hart Yam

B MAIN
1. Bill Timm H-D
2. Mark Baker Bul

C MAIN
1. Dale Hixson Yam

D CONSY.
1. Dale Fassio H-D

500cc CLASS TROPHY DASH
1. Ken Hart Yam

A MAIN
1. Bob Lindauer Yam
2. Dale Fassio H-D
3. Ken Hart Yam

B MAIN
1. Bill Timm H-D
2. Ron Fox Yam

OREGON SIDEWINDERS CHAMPIONSHIP
Portland, Ore., Fri., Sept. 6, 1968

By J.K. Lacey

175cc TROPHY DASH
Chuck Joyner Bul

175 B MAIN
1. Gary Kapus Kaw
2. Bob Wright Hon

175 A MAIN
1. Darrel Cotton Kaw
2. Chuck Joyner Bul
3. Pat Tucker Bri

NOV. 1968 HIGH POINT CHAMPION
Jack Mott BSA

NOVICE B MAIN
1. Al Brackenbury Hon
2. Glen Miller Hon

NOVICE A MAIN
1. Jack Mott BSA
2. Squire Tomasie Bul
3. Bill Jackson Bul

1968 AMATEUR HIGH POINT CHAMPION
Dave Sheffel Tri

AMATEUR B MAIN
1. Kent Hansen BSA
2. Jim Gale Tri

AMATEUR A MAIN
1. Ike Reed Tri
2. Jim Jones Tri
3. Dave Sheffel Tri

1968 EXPERT HIGH POINT CHAMPION
Gary Davis Tri

EXPERT B MAIN
1. Ray Carroll Tri
2. Monte Crews Tri

EXPERT A MAIN
1. Mark Williams Tri
2. Gary Davis Tri
3. T.L. Hoglan Nor

CHAMPIONSHIP RELAY TEAM RACES
WINNING TEAM (Blue)
Dick Jagow Tri
Kent Hansen BSA
Jack Mott BSA
SECOND TEAM (White)
Gary Davis Tri
Tom Wood Nor
Bill Elder H-D

MOST POPULAR 1968 RIDER: Mark Williams

TROJAN RACEWAY TT AND SHORT TRACK
Sept. 27, 1968

By Mike Capalite

100cc JR. TT MAIN
Gene Cannady Hod
Mark Blackwell Yam
Dan Hazel Yam
Lloyd Quintard Yam
Mark Rendick Bul

100cc SR. TT MAIN
Paul Wilde Yam
Gary Bailey Hod
Jack Morgan Hod
Bryan Spinks Yam

250cc JR. TT MAIN
Larry Taylor Bul
Bryan Spinks Yam
Robert Milner Bul
Dennis Ralph Bul
Bob Bates Bul

250cc SR. TT MAIN
Gary Bailey Gre
Irwin Moon Bul
Jerry Formby Yam

100cc JR. SHORT TRACK MAIN
Mark Blackwell Yam
Gene Cannady Hod
Vincent Graves Hod
Lloyd Quintard Yam

100cc SR. SHORT TRACK MAIN
Paul Wilde Yam
Dan Hazel Yam

100cc TT TROPHY DASH
Gary Bailey Hod

250cc TT TROPHY DASH
Gary Bailey Gre

ORANGE COUNTY SHORT TRACK 9/25/68

100cc TROPHY DASH
Jimmy Raymond Suz

250cc TROPHY DASH
Stan Rogers Bul

100cc MAIN
Jimmy Raymond Suz
Keith Mashburn Yam
Chris Smith Kaw
R.W. Ring Yam
Randy Layne Hon
Randy Ellis Hod

250cc MAIN
Stan Rogers Bul
Randy Ellis Bul
Bob Bailey Hon
Dave Lenar BSA
Eddie McGregor Bul
Tom Vardeman Bul

LODI SEASON FINAL SCRAMBLES
Lodi, Calif. Fri., 8-16-68

By Babs Chase

100cc NOVICE
1. Jim Osgood Kaw
2. Wayne Douma Hod
3. Ray Lanoy Suz

100cc AMATEUR
1. Raymond Douglas M-B
2. Fred McFarland Suz

200cc NOVICE
1. Bob Ducan Bul
2. Carl Yerby Bul
3. Sheldon Kimball Bul

200cc AMATEUR
1. Greg Moore Bul
2. Jerry Tyler Bul

250cc NOVICE
1. Mike Wolfkamp Kaw
2. Karl Triest Bul
3. Mike Stobbe Suz

250cc AMATEUR
1. Ron Davies Hon
2. Jim Nichols Bul

250cc EXPERT
1. Paul Johnson Suz
2. Keith Carlson Bul
3. Terry Sage Bul
4. Jim Monegan Bul

350cc NOVICE
1. Rick Graves BSA
2. Joe Fryer Hon

500cc NOVICE
1. Jay Grilli Bul
2. Edward Bonds Bul

500cc AMATEUR
1. Bud Smith Tri
2. Ron Davies Hon

500cc EXPERT
1. Don Castro Tri
2. Paul Johnson Bul

650cc NOVICE
1. Jeff Hamond Tri
2. Jerry Martin Tri

650cc AMATEUR
1. Jim Brooks BSA
2. Ken Godfrey BSA

650cc EXPERT
1. Terry Sage Tri
2. Fred Sumrall Tri
3. Ray Huff BSA

NEVADA TRAILBLAZERS MONTE CARLO HILLCLIMB
Reno, Nev., Sun. 9-1-68

100cc NOVICE
1. Ed Willems (tie) Hod
1. Wayne Williams (tie) Hod
2. Lester Sturgeon Hod
3. Neil MacDonnald Kaw

200cc NOVICE
1. Jack McClellan Bul
2. Keith Roessler Bul
3. Buzz Silva Bul
4. Homer Hybarger Hon

250cc NOVICE
1. Jim True Kaw
2. Richard Madeira CZ
3. Bob Perry Bul
4. George Humphreys Hus
5. Roy Tillis Mon

350cc NOVICE
1. Jim Conway BSA
2. William Harrison Bul
3. Harvey Barone Hon

500cc NOVICE
1. Martin DeVries Hus
2. Bill Landsborough BSA
3. Robb BSA
4. Keith Roessler BSA

650cc NOVICE
1. Tom Elsa Tri
2. Douglas Drake BSA
3. Ron True Tri
4. Howard Sutton Tri

250cc AMATEUR
1. David Duarte Hus
2. Gary Collard Bul
3. Fred Bush Bul

250cc EXPERT
1. Cliff Spain CZ
2. Stan Stanton Bul

350cc AM./EXPERT
1. Cliff Spain Hon
2. Jerry Hybarger Hon
3. Roy Winters Duc

500cc AM./EXPERT
1. Bill Dawson (tie) Mon
1. Jerry Hybarger (tie) Hon
2. Jim Saitone Mai
3. Glen Clinton Mai

650cc AM./EXPERT
1. Marc Smith Tri
2. Paul Knudsen Nor

GRAND NATIONAL POINTS STANDINGS
(After Oklahoma 9-Mile)

1. Fred Nix 605
2. Gary Nixon 596
3. Cal Rayborn 552
4. Bart Markel 519
5. Mert Lawwill 412
6. Darf Haaby 397
7. Gene Romero 342
8. Dick Mann 292
9. Chuck Palmgren 287
10. Buddy Elmore 164

100 M.C. HARE SCRAMBLES
Lucerne Valley, Cal., Sun. Sept. 22, 1968

By Dick Wright

1. Larry Bergquist 250 E Bul
2. Gary Cole 250 E Hus
3. Tom Muto 250 A Hus
4. G. Fitzgerald 250 N Bul
5. Doc Bryce 500 E Hus
6. Jack Byers Op E Tri
7. Gary Griffin 250 E Bul
8. Bruce Lewellyn 500 E Hus
9. Dusty Coppage Op E Tri
10. Lynn Fortner 500 E Mai
11. Bob Stewart Op A Tri
12. Al Baker Op E Tri
13. Bruce Dunford 250 A Hus
14. Ron Bishop 250 E Hus
15. Stan Phillips 250 E Hus
16. Bill Harry 250 E Bul
17. Don Bohannon Op Ex Tri
18. Bill Hammer Op A Tri
19. Lloyd Lingelbach 500 E Gre
20. P. Greenwood 500 Am Hus
21. Frank Aquaro Jr. 500 N Hus
22. Wally Casperson 500 A Mai
23. Chas. Hermansen 250 A Bul

TRAIL BIKES
1. Jack Morgan Ex Hod
2. Wes Anderson Jr Ex Hod
3. Jack Froelich Ex Bul
4. Eddie Crowell Ex Hod
5. Bob MacLaughlin Ex Sac
6. Terry Clark Am Hod
7. Tom Hoyle Ex Hod
8. Carl Steven Ex Sac
9. Monte Lee Ex Hod
10. Ron Burpo Nov Hod
11. Jim Summers Am Hod
12. Roger Peters Am Hod
13. Rick Fowler Nov Hod

LODI CYCLE BOWL HIGH POINT RIDERS
Lodi, Calif. 1968 Season

By Babs Chase

100cc CLASS
1. Jerry Tyler 15 Pts.
2. Alex Jorgensen 13

200cc CLASS
1. Terry Miller 14
2. Greg Moore 13

250cc CLASS
1. Paul Johnson 25
2. Jim Ferroni (tie) 11
2. Mike Robinson (tie) 11
2. Karl Triest (tie) 11

350cc CLASS
1. Ron Davies 9
2. Kris Bakke (tie) 6
2. Rick Graves (tie) 6

500cc CLASS
1. Paul Johnson 18
2. Jay Grilli (tie) 12
2. Bud Smith (tie) 12

650cc CLASS
1. Jim Brooks 20
2. Fred Sumrall 19

OVERALL: Paul Johnson

GREEN VALLEY SPORTSMAN ROAD RACES
Fort Worth, Tex., Sun. 9-29-68

By John Blanton

RACE #1 200cc PRODUCTION
1. Mike Kidd Bul
2. David Kessler Yam
3. Joe Joiner Yam

RACE #2 OPEN PRODUCTION 650cc
1. David Broyles

350cc CLASS
1. Thomas Ballor Hon
2. Jet Tharp Yam
3. Larry Piekos Duc

250cc CLASS
1. Jim Lutz Bul
2. David Watkins Bul
3. Chuck Meadors H-D

RACE #3 100cc HEAT
1. Edward C. Green Suz
2. Darryl Hurst Yam
3. Jim Lutz Bul

RACE #4 200cc HEAT
1. Johnny Bryant Hon
2. Mike Kidd Bul
3. Jim Lutz Bul

RACE #5 250cc HEAT
1. Mike Cone Yam
2. Larry Beall Yam
3. Winston Stelter Yam
4. Lloyd Redman Kaw

RACE #6 OPEN HEAT
1. Rusty Bradley Tri
2. Leroy Ferry H-D
3. Virgil Davenport Tri
4. Larry Beall Tri

RACE #7 200cc FINAL
1. Mike Kidd Bul
2. Johnny Bryant Hon

RACE #8 350cc FINAL
1. Mike Cone Yam
2. Winston Stelter Yam
3. Lloyd Redman Kaw
4. Larry Beall Yam

RACE #9 OPEN FINAL
1. Rusty Bradley Tri
2. Leroy Ferry H-D
3. Virgil Davenport Tri

TROJAN RACEWAY CLASS A
Sept. 29, 1968

By Mike Capalite

TROPHY DASH
Eddie Mulder Eso
Steve Scott JAP
DeWayne Keeter Eso
Rick Woods Eso

C MAIN
Jim Doron JAP
Ron Miller Eso
Lee Stumpenhaus Eso
Mike Konle JAP

B MAIN
John Carter JAP
Norm Elledge JAP
Larry Heinselman JAP
Sonny Nutter JAP

A MAIN
Eddie Mulder Eso
Steve Scott JAP
DeWayne Keeter Eso
Rick Woods Eso

ORANGE COUNTY SHORT TRACK & TT
Orange Co., Cal., 9-18-68

SHORT TRACK
100cc TROPHY DASH
1. Wayne Hosaka Hod

250cc TROPHY DASH
1. Stan Rogers Bul

100cc MAIN
1. Wayne Hosaka Hod
2. Keith Mashburn Yam
3. Jimmy Raymond Suz
4. Chris Smith Kaw
5. Randy Layne Hon
6. Rex McLeod Gil

250cc MAIN
1. Stan Rogers Bul
2. Mark Kruse Duc
3. Randy Ellis Bul
4. Dave Lenar BSA
5. Eddie McGregor Bul
6. Randy Layne Hon

TT EVENTS
100cc TROPHY DASH
1. Wayne Hosaka Hod

250cc TROPHY DASH
1. Ron Ringen Kaw

OPEN TROPHY DASH
1. Jim Peterson Tri

100cc MAIN
1. Wayne Hosaka Hod
2. Jimmy Raymond Suz
3. Don Leal Yam
4. Brad Throgmorton Suz
5. Ron Hoesterey Kaw
6. Joe Wisdom Hod

250cc MAIN
1. Keith Mashburn Yam
2. R.W. Ring Hus
3. Russ Shull Bul
4. Ron Ringen Kaw
5. Bob Millner Bul
6. Gary Gilmore Bul

OPEN MAIN
1. Dave Lenar BSA
2. Jim Peterson Tri
3. Bill Potts Tri
4. Nat Clark BSA

OKLAHOMA 9 MILE NAT. CHAMPIONSHIP
Sun., Sept. 29, 1968

1. Fred Nix H-D
2. Gene Romero Tri
3. Chuck Palmgren Tri
4. Dick Mann BSA
5. Cal Rayborn H-D
6. Mert Lawwill H-D
7. Gary Nixon Tri
8. Dick Woods –
9. Bart Markel H-D
10. Dan Haaby H-D
11. Yvon DuHamel Yam
12. Roger Reiman H-D

AMATEUR
1. Mark Brelsford H-D
2. Jim Rice BSA
Bob Maiers BSA
Mike Andersen H-D

RRC CHART STANDINGS THROUGH JULY

MALE SOLO

1. Wayne Bonnett	Lucky Wheels	1450
2. Odie Porterfield	Overlanders	1391
3. Matt Ford	Toppers	1308
4. Ed Alford	Ace of Clubs	1216
5. Dennis Lausche	Norwalk Centaurs	1213

PASSENGER

1. Vi Bonnett	Lucky Wheels	1409
2. Pam Porterfield	Overlanders	1366
3. Leon Porterfield	Overlanders	1310
4. Diane Skillman	Toppers	1163
5. Dee Jones	Lucky Wheels	1121

GAL SOLO

1. Dot Porterfield	Overlanders	1343
2. Judy McCombs	Overlanders	1284
3. Phyllis Clark	Motor Maids	928

SIDECAR

1. Sherman Ames	Norwalk Centaurs	972
2. Ivalinne Tenney	Motor Maids	449

CLUB PERCENTAGE ON RUNS

1. Overlanders	75%
2. Lucky Wheels	58.6%
3. Toppers	58.5
4. Ace of Clubs	54
5. Norwalk Centaurs	45

1968 LUCKY SPOKES HIGH POINT RIDERS
Brush Prairie, Wash.

100cc CLASS
1. Mark Baker Bul 179 Pt.
2. Bernie Wheeler Hon 167
3. Billy Lewis Hod 147

200cc CLASS
1. Mark Baker Bul 221
2. Brad Mills Kaw 120
3. Bernie Wheeler Hon 119

250cc CLASS
1. Ken Hart Yam 170
2. Bob Windauer Yam 151
3. Ron Fox Yam 94

500cc CLASS
1. Bob Lindauer Yam 181
2. Ken Hart Yam 163
3. Ron Fox Yam 119

OPEN CLASS
1. Henry Schram Tri 161
2. Bill Elder 115
3. Bob Bernstein Tri 107

WHITEMAN CLASS "A" SPEEDWAY
Pacoima, Cal., Sat. 9-21-68

By John A. Grout

TEAM RIDERS
RED DEVILS:
1. Eddie Mulder 12
2. John Hateley 9
3. Sonny Nutter 5
4. Bruce Haserot 4
5. Steve Bast 3
6. Ron Miller 3

TIGERS:
1. Jack O'Brien 11
2. Paul Conserriere 10
3. Chuck Jones 7
4. Rick Woods 7
5. Stu Morley 6
6. Steve Scott 3
7. Johnny Carter 3

GRAND FINALE:
1. Eddie Mulder Eso
2. Jack O'Brien Eso
3. Paul Conserriere Eso
4. John Hateley JAP

TROPHY DASH (non-team)
1. Norm Elledge JAP
2. Greg Haserot Eso
3. Lee Stumpenhaus Eso
4. Homer Knapp Eso

MAIN EVENT (non-team)
1. Larry Heinselman JAP
2. Lonnie Amold JAP
3. Lee Stumpenhaus Eso
4. Norm Elledge JAP
5. Mike Bast JAP
6. Gary Jones JAP

WHITEMAN SPEEDWAY
Sept. 28, 1968

By John A. Grout

TEAM SCORES:
L.A. Tigers 28
Valley Red Devils 20

SCRATCH RACING:
TROPHY DASH
Jack O'Brien
Steve Bast
DeWayne Keeter
Larry Heinselman

"C" MAIN
Rick Woods
Sonny Nutter
Steve Scott
Bruce Haserot

"B" MAIN
Jack O'Brien
Steve Bast
Johnny Carter
Homer Knapp

"A" MAIN
DeWayne Keeter
Mike Konle
Ron Miller
Dusty Coppage

FAST TIME:
O'Brien. . 59:40

LODI CYCLE BOWL 1968

HIGH POINT WINNERS

100cc CLASS
1. Jerry Tyler 15 Pts.
2. Alex Jorgensen 14

200cc CLASS
1. Terry Miller 14
2. Greg Moore 13

250cc CLASS
1. Paul Johnson Overall 25
2. Jim Ferroni (tie) 11
Mike Robinson (tie) 11
Karl Triest 11

350cc CLASS
1. Ron Davies 9
2. Kris Bakke (tie) 6
Rick Graves (tie) 6

500cc CLASS
1. Paul Johnson Overall 18
2. Jay Grilli (tie) 12
3. Bud Smith (tie) 12

650cc CLASS
1. Jim Brooks 20
2. Fred Sumrall 19

SOUTHBAY SPEEDWAY
100cc GRAN PRIX
San Diego, Cal., Sun., Sept. 22, 1968

By Bill Harmer

POWDER PUFF
1. Debbi Selden Yam
2. Carol Chiara Hod
3. Debbie Reon Hod

NOVICE
1. Earl Roloff Jr. Yam
2. Wayne Clarke Hod
3. Doug Maloney Hod

AMATEUR
1. Dale Hopkins Suz
2. Earl Roloff Jr. Yam
3. Fred McFarland Suz

EXPERTS
1. Wayne Hosaka Hod
2. Ward Ring H-D
3. Earl Barker Pen

ASCOT ½ MILE
Fri., Sept. 27, 1968

15 LAP EXPERT
1. Gene Romero (plus Dash) (plus Dash) Tri
2. Shorty Seaboume BSA
3. Dan Haaby H-D
4. Mel Lacher H-D
5. Chuck Jones BSA
6. Lloyd Houchins BSA
7. Bruce Holland Tri
8. Carl Patrick BSA
9. Clyde Litch Tri
10. Paul Conserriere H-D

8 LAP NOVICE FINAL
1. Keith Mashburn Yam
2. Randy Smith Suz
3. Dave Aldana Suz
4. Rudy Galindo Yam
5. Milo Walz Hon
6. Dennis Kanegae Kaw
7. Don Dudek Yam
8. Dick Catuto Yam
9. Joe Chanky Yam
10. Dave Stroman H-D

10 LAP AMATEUR FINAL
1. Steve Pederson Vel
2. Don Harms H-D
3. Tom Rockwood Tri
4. Dick Fox H-D
5. Reg Chosney BSA
6. Scott Wilson Tri
7. Geezer Emick BSA
8. Jim Rice BSA

MATTAWAS, WASH. CROSS-COUNTRY ENDURO
August 22, 1968

By Vic Ebutt

FIRST OVERALL
Dick Jagow Gre

SECOND OVERALL
Norm Kopp Bul

200cc
1. Rick Poulin Mai

250cc
1. Norm Kopp Bul
2. Bill Stuth Yam
3. Bill Vermilye Bul
4. Tom Hopper Bul
5. Loren Schooley CZ

OPEN
1. Roy Burke Mon
2. Jim Rathgen Hus
3. Mitch Brobak Tri
4. Robert Cobb BSA
5. Floyd Hashburger Hus

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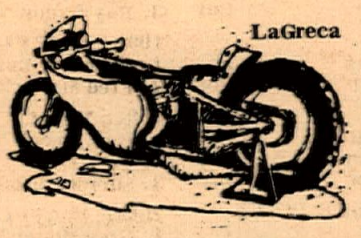

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* Nick Nicholson * Fred Edwards * Norm McDonald
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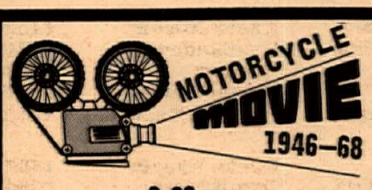

8:30 p.m.
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ON A 360 GREEVES
2nd Lars Larsson

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Saddleback Park
1st JIM WILSON - GREEVES
2nd BOB GROVE - GREEVES
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SAMMY MILLER TRIALS
San Francisco
1st JIM WILSON – GREEVES
2nd BOB GROVE – GREEVES
3rd BOB NICKELSEN – GREEVES
4th BILL BROKAW – GREEVES
5th R. OSBORN – GREEVES
Nov. Class
1st PHIL JACOBSON – GREEVES
Girls Class
1st ANNIE BROKAW – GREEVES

CARLSBAD MOTO-CROSS
250 & 500 Junior Class
1st JIM WILSON - GREEVES

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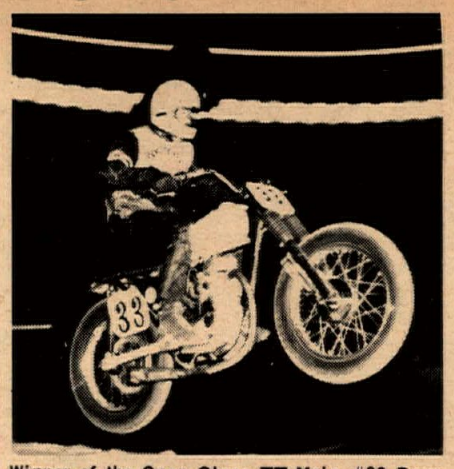
PROTEST HOSAKA'S HODAKA : IT'S A "STOCK-A"

Photo by Ralph W. Foster

ORANGE CO., Cal., Sept. 18 – In the lightweight flattrack event at Orange County Wednesday night, the present 100cc points leader, Mark Kruse, was not able to handle Wayne Hosaka on his Hodaka. Wayne won the 100cc Trophy Dash and the Main Event and repeated the same thing in the 100cc TT events, winning both the Dash and Main. In the 100cc short track feature, Wayne was leading and in hot pursuit was Mark Kruse, closely followed by Keith Mashburn and Jimmy Raymond.

Mark had a mishap and unloaded, moving Keith into second place and Jimmy into third. For the remaining five laps, Wayne was not contested. In the 250cc flattrack Trophy Dash, returning to the winners' circle was Stan Rogers. Stan was able to also win the Main Event. Following closely was little Mark Kruse on a Ducati. This was Mark's second opportunity to compete on anything bigger than a 100cc machine and he showed real promise by beating out top point leader Randy Ellis for second spot.



Winner of the Open Class TT Main, #33 Dave Lenar (BSA).

In the 250cc TT Trophy Dash, Ron Ringen on a Kawasaki was able to walk away with the trophy. Ron didn't have such good luck in the Main however, and Keith Mashburn on a Yamaha came through to capture the win.

To the delight of the fans, the Open Trophy Dash went to Jim Peterson on a Triumph, but Jim wasn't quite as fast in the Main Event when Dave Lenar on his BSA grabbed the win with Jim finishing a close second.

Protest Time

There was so much discussion about how fast Wayne Hosaka's Hodaka was that a few of the 100cc riders got together in the pits and decided it would be worth the protest fee to find out what it looked like inside. So, immediately following the races, at the request of the Technical Committee, Wayne removed the head of his Hodaka, and to the surprise of many, his engine was found to have a stock bore and stroke!

The owner and tuner of the Hodaka not only has found himself a fine rider, but has found the secret of making the Hodaka's engine perform to its maximum. Mark Kruse said he was going home and do some work on his Bultaco and beat Wayne next Wednesday night.

(Results on page 16)

MORRO'S ORVIS STACY WINS BIKE OPEN AGAIN

Photos by M. Fujiyoshi

For the second month in a row Orvis Stacy of Morro Bay, Calif. romped to victory in the Open class at the Santa Maria Speedway in the motorcycle scrambles races Sept. 15 by the Lompoc Slo-Pokes M.C.

Stacy finished ahead of Dave Eichert of Santa Barbara and Gary McKeon of Torrance.

Leslie Gartens of Oxnard won her third straight powder puff and Joe O'Guest of San Luis Obispo took rookie honors. RESULTS:

Rookie Race: 1st Joe O'Quest, 2nd Warren Carter. 3rd Ron Nash.

Lou DeLaRosa (6) of Lompoc came in second in the 175 Nov. Main.

Under that pile of bikes was one dazed but unhurt rider!

Powder Puff: 1st Leslie Garten, 2nd Kathy Montgomery, 3rd Carol Davis.

90cc Novice: 1st Greg Johnson, 2nd Art Carter, 3rd Jim Rodriguez.

125 Am/Ex: 1st John Brown (Am.), 2nd Dana Thompson (Am.), 3rd Guy Smith (Ex.).

125 Novice: 1st Ken Greene Jr., 2nd Kim DeLarge, 3rd Jim Ward.

175 Novice: 1st Dave Kirschner, 2nd Louis DeLaRosa, 3rd George Baines.

200 Novice-Am.-Ex: 1st Guy Smith (Ex.), 2nd Steve Bray (Am.), 3rd Ken Greene, Sr. (Am.).

250 Novice: 1st Ken Greene, Jr., 2nd Dan Colby, 3rd Keith Potter.

250 Am.-Ex: 1st Randy Smith (Ex.), 2nd Mike Boal (Ex.), Howard Howell (1st Am.).

350 Novice: 1st Frank Sentes, 2nd Jim Conway, 3rd Tom Shumard.

500 Novice: 1st Jon Shaffer, 2nd Bill Williams.

Open Nov.-Am.-Ex: 1st Orvis Stacy (Am.), 2nd Dave Eichert (Nov.), 3rd Gary McKeon (Nov.).

LEAN, MEAN MACHINES

Photos by Dennis Greene

PACOIMA, Calif., Sept. 28– Jack O'Brien took the spotlight in Speedway Motorcycle racing at Whiteman Stadium Saturday night, roaring to victory in seven of the eight races entered.

Four of his victories came in the eight-race card of team competition which saw him lead the Los Angeles riders to a 28-20 triumph over their Valley rivals.

Jim Nicholson of Granada Hills, with two wins, and Eddie Mulder of Burbank with a single victory, kept Valley team hopes alive until the last race when O'Brien stormed ahead for the fourth time to assure the Los Angeles team of its fourth triumph in six weekly team matches.

Dusty Coppage doing a 360 degree turn.

Larry Heinselman and Rick Woods in heat of battle.

O'Brien also captured first in one of the heat races, raced to victory in the Trophy Dash and then capped off the evening by winning the B Main Event.

The evening's racing featured inverted handicap starts in the individual competition and was marked by spills in more than half the races.

(Results on page 16)

Mr. Crazy (Jim Nicholson) turns left to go left while John Hateley corners in a more conventional style.

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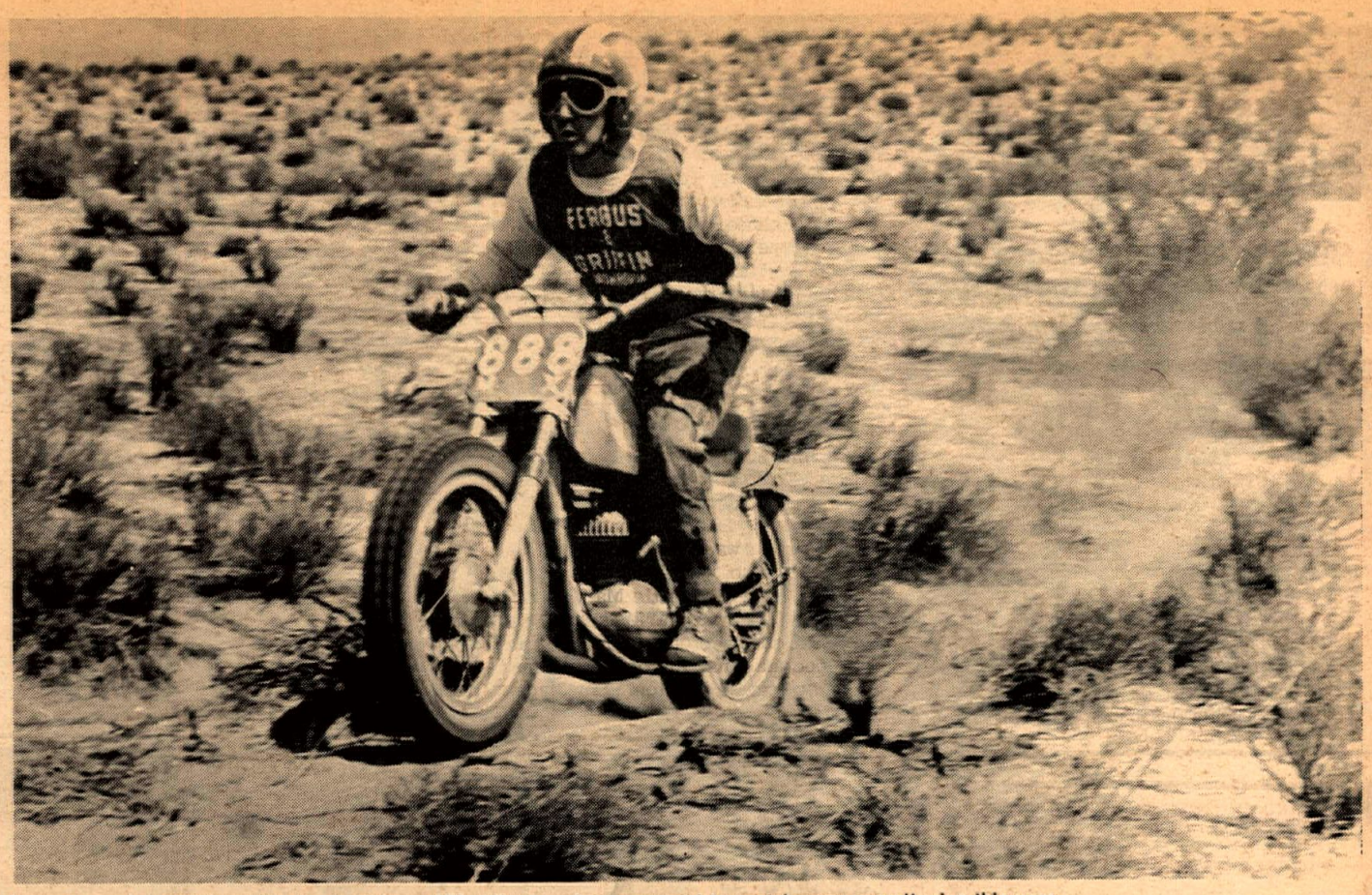
BERGQUIST BAGS 100 MILE HARE SCRAMBLES

Story and Photos by Dick Wright

LUCERNE VALLEY, Cal., Sept. 22 – Southern California's top lightweight desert rider, Larry Bergquist, took another overall win on his very fast 250cc Bultaco, in the dusty hundred-mile Hare Scrambles presented by the 100 M.C.



Larry Bergquist (888x) and his trusty Bultaco 250cc PurSang have managed to snatch many overall wins this year.

Wayne Rayland was running in the first ten trailbikes until he was retired with mechanical woes.

Jack Morgan, the perpetual number one trailbike racer, again triumphed over a large and eager band of 100cc riders on his trusty Hodaka.

Two hundred and seventy-five riders showed up for the desert bash, and all classes were to go three loops of this fast 35-mile course. The big bores went off first: Bergquist made his usual fast start on the outside, and held it on until he had the lead. Just past the smoke bomb, at a small, sandy hill, Howard Beach, #20, was traveling in second spot, followed by J.N. Roberts, #2, on his Husky. Roberts gained the lead position about half-way around the first loop, but was forced to give up the chase to his pursuers when he got two flat tires as a result of the rocky course.

For the other riders in the back of the pack, there was always the powdery dust to keep them from seeing anything. Danny Kline, #7x on a 250 Greeves, currently running fourth in point standings, unloaded in the dust storm, and didn't even know what he hit until everyone had passed and the dust settled.

Into the pits after the first loop Bergquist held the lead, trailed by Steve Kirk, #27, and Gary Cole, #5x on a 250cc Husky. Moving into fourth was a hot newcomer, G. Fitzgerald.

The course was pretty well worked over by the second loop, but Bergquist wasn't about to let a little thing like that slow him down; he just "let it all hang out," and built up a bigger lead. Cole had moved into second, followed by a new contender, Tom Muto, #71x, mounted on a 250cc Husky.

The first man to get the checkered flag on the third and final loop was Bergquist, on the Fergus & Griffin-tuned machine, adding another overall win to his ever-growing list of victories. Next man across the line was Cole, and third was Amateur Tom Muto. Fitzgerald, #153mx, did a job to be remembered, finishing fourth overall and first Novice on a 250 machine. Doc Bryce, #14, pulled in fifth on his reliable Husky to grab the first 500cc Expert gold. The old desert fox Jack Byers, #3, was next, taking first Open Expert for a good day's work. First Open Amateur honors went to Bob Stewart, Triumph-mounted #56.

Trailbikes

The trailbikes were flagged off ten minutes after the large bores, and by the time they reached the small, rocky hill, they found it still crowded with leftover big bikes. Holding onto the lead was Wes Anderson Jr. #4, followed closely by Tom Hoyle, #31, both astride Hodakas. They in turn were being chased by Jack Froelich, #2 on a Bultaco.

Coming into the pits, the lead had changed hands and was now held by Frank Morgan, #1, up from fourth. Anderson was second, with Bob McLaughlin, Sachs-mounted #45, running third.

Jack Froelich (#2) aboard a 100cc Bultaco is making it down a sandy, rocky hill and ended up with a well earned third in the trailbike class

The 100cc riders were having the same dust problems, and everyone was moving off the main trail to see better. Morgan led the second time through the pits, with Anderson in close pursuit. Taking the checkered flag on the third and final loop, running about 23rd overall, was Morgan, with Anderson holding onto a solid second. Next across the line came Froelich, and Eddie Crowell, #92, on his "intensified" Hodaka; MacLaughlin was fifth, and young Terry Clark, #395, was sixth and first Amateur.

The wild and wooly Ron Burpo, #111, pulled in tenth and took first Novice honors after a hairy ride through a rock bed while trying to find a better path up the sandy hill. Lynn Wilson, #47, was the first girl to finish, running 42nd.

The 100 M.C. did a really fine job, especially for their first run. It was well organized, with plenty of manpower out on the course. The general opinion of the trailbike riders after going all the way in this race was "...the weather was good, and the course was fast – only two hours of riding, so it was a good deal," and "...they let us ride it instead of pushing!" The club had large trash bags out for everyone to use, and they want to thank the spectators and participants for using them; it only took an hour to clean up, which is record time.

(Results on page 16)

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ARE WE PROUD?

100's M.C. Hare Scr. 9/22/68

1st Pl. Overall	(1st 250 Ex.)	Larry Bergquist	Bul. PurSang
1st Pl. 250 Nov.	(4th Overall)	G. Fitzgerald	Bul. PurSang
3rd Pl. 250 Ex.	(7th Overall)	Gary Griffin	Bul. PurSang

Mattawa, Wash. Cross-Country Enduro – 9/22/68

1st Pl. 250	(2nd Overall)	Norm Kopp	Bul. PurSang
3rd Pl. 250		Bill Vermilye	Bul. PurSang
4th Pl. 250		Tom Hopper	Bul. PurSang

Perris Nite TT Scrambles – 9/21/68

1st Pl. 100 Nov.	S. Mudd	Bul. Lobito
1st Pl. 100-200 Am/Ex	Kirk McDowell	Bul. Lobito
2nd Pl. 100-200 Am/Ex	C. Hockie	Bul. Lobito
1st Pl. 250 Am	G. McKenzie	Bul. PurSang
1st Pl. 250 Ex	Kirk McDowell	Bul. PurSang
2nd Pl. 250 Ex	Rich Thorwaldson	Bul. PurSang
3rd Pl. 250 Ex	Mike Boal	Bul. PurSang
1st Pl. 500 Open Am.	R. Killingsworth	Bul. Bandido

Prospectors TT Scr. Perris 9/22/68

1st Pl. 200 Comb.	Loyal Walker	Bul. Sherpa'S'
2nd Pl. 200 Comb.	Gary Buffing	Bul. Sherpa'S'
4th Pl. 200 Comb.	Bob Saunders	Bul. Sherpa'S'
1st Pl. 250 Am.	V. Graves	Bul. PurSang
2nd Pl. 250 Am.	Sandy Armstrong	Bul. PurSang
1st Pl. 500 Nov.	Glen Brunson	Bul. El Bandido
3rd Pl. 500 Nov.	Jerri Thomason	Bul. El Bandido

Four Aces TT Scr. – Huntington Beach – 9/29/68

1st Pl. Old Timers Race	Jerry Willingham	Bul. El Bandido
2nd Pl. Old Timers Race	Ted Judge	Bul. Lobito
1st Pl. 125-200 Ex.	Steve Bast	Bul. Sherpa'S'
2nd Pl. 125-200 Ex.	Mike Bast	Bul. Sherpa'S'
3rd Pl. 125-200 Ex.	Ken Beach	Bul. Sherpa'S'
4th Pl. 125-200 Ex.	Doug Yerkes	Bul. Sherpa'S'
1st Pl. 250 Am.	Jim O'Neal	Bul. PurSang
1st Pl. 250 Ex.	Steve Scott	Bul. PurSang
1st Pl. 350 Nov.-Am.	Don Burch	Bul. El Bandido
2nd Pl. 350 Nov.-Am.	Robert Revett	Bul. El Bandido
3rd Pl. 350 Nov.-Am.	Mike Culbertson	Bul. El Bandido
1st Pl. 350 Ex.	Steve Scott	Bul. El Bandido
1st Pl. 500 Nov.	Bob Tondro	Bul. El Bandido
2nd Pl. 500 Nov.	Glenn Brunson	Bul. El Bandido
3rd Pl. 500 Nov.	Roy Griffing	Bul. El Bandido
1st Pl. 500 Am.	Kirk McDowell	Bul. El Bandido
2nd Pl. 500 Am.	Jay Wahl	Bul. El Bandido

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MEET THE TUNER

ED CROWELL

Story and Photo by Dick Wright

Eddie Crowell is first and foremost a motorcycle enthusiast; he lives and breathes bikes, and runs one of the last old-fashioned cycle shops in Southern California.

It all started back in Inglewood High in 1948: Eddie got a 1931 vintage Harley Davidson V.L., then changed to a rigid AJS, on down the line of different equipment.

After serving in the Army, he went to work welding in his Dad's shop. He was also doing some bike riding, and taking on some mechanical work. When the bike repairs got to be heavier than the welding, he opened up a shop next door. That was in 1956, and he's still in the same old shop, which is still in need of improved lighting.

Eddie's first two-stroke was a 1958 Puch. In those days, the 200cc bikes didn't go anywhere, but he started experimenting on his and found that there was just no end to the two-stroke's possibilities.

About this time, he started picking the brain of an old friend-and-tuner, Bill Landefeld, of Landefeld Motors, L.A. Bill knew a lot of secrets that he didn't tell, but Eddie found out that sometimes he would open up and let some good stuff slip out. He would only say it once, though, and if you didn't understand it the first time, too bad, as Bill would walk away if you said, "What did you say?"

When the Hodakas came out in 1965, Eddie took them on and started experimenting right away, then began riding in the 100cc class. From that time to this, there has been a lot of testing on that experimental bike, and to a lot of new innovations. In Eddie's case, it's not what you do, it's how you do it; in other words, getting the bike to go fast, but finish.

Eddie remains an enthusiast and tuner first, and a motorcycle salesman second. You can get all the answers and bench racing you want from Crowell and his mechanic, Gerald Rogers, because in their low-rent and poorly lighted shop, they don't have any salesman – just tuners who know their two-stroke engines.

What Is The BEST 100cc Racer?

An Iowa fan writes in to ask,..."with the increasing popularity of the 100cc class of motorcycles in competition, a few answers would be greatly appreciated. Road test and editorial opinions on this size of bikes is interesting enough, but a better estimation of a bike's potential might be obtained by asking a leading competitor his 'personal' opinion."

"Gary Bailey seems to be an up and coming, successful new rider who uses three different bikes in various types of racing. Could you interview him and ask questions such as the following regarding a bike's performance abilities? (1) How does the modified-stock Hodaka compare with the Van-Tech Hodaka? (In moto-cross and desert). (2) On paper, the Van-Tech Hodaka would seem to be the finest performer in any type of racing. Is this true? (3) Would the ideal bike be a Van-Tech-Penton-Sachs, a Penton-Hodaka, or a Hodaka-Penton-Sachs?

"While answers to these types of questions would be entirely a personal opinion, comments from Mr. Bailey would be greatly appreciated." (Signed) Tom Joad, Iowa City, Iowa.

So we asked Gary Bailey and he replied with the following candid comments:

"The Van Tech frame is definitely better than the stock frames of Hodaka and Penton for use on a TT track. The Van-Tech frame has a longer wheelbase and a lower riding position which is a big help in TT racing.

"Actually the Penton has the best set-up for various types of racing. Racing is what it is designed to do. The Hodaka is designed as a trailbike, although with modification it makes a very competitive 100cc rig.

"Either the Hodaka or the Penton would be a good choice in a Van-Tech frame for TT. Their engines are very close in design, that is they're both piston controlled port engines. What really makes the difference is who and how the engine is set up. For desert and moto-cross, the stock Penton would be best in my opinion. For TT either the Hodaka or Sachs engine in a Van-Tech frame would be the best bet. But there is no one bike that can do all these different types of racing well."

So says Gary Bailey.

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Golden Eagles Good Deed Poker Run

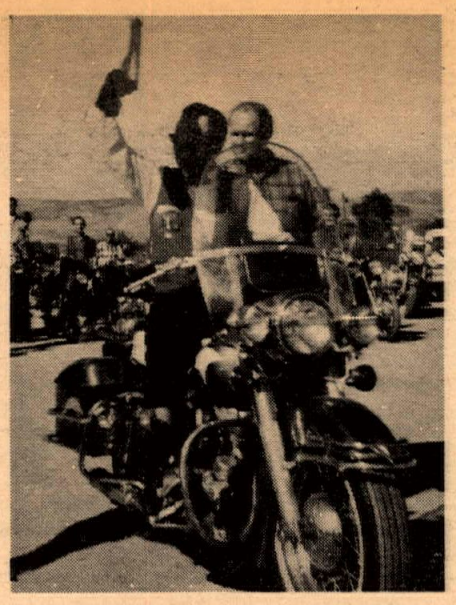
Story & Photo by Rob Robbins

FULLERTON, Calif., Sept. 22, 1968 – A beautiful California morning blessed an even more beautiful road run, as over 300 riders and passengers left Fullerton Harley-Davidson and headed for the curves of Carbon Canyon. Terminal point of the ride was Pastime Lake, southwest of Riverside on the way to San Jacinto.

BAGLEY FAMILY BENEFITS

The Golden Eagles, a newly formed club from the Orange County area, turned out a most gratifying one-day benefit run in their first attempt at holding a run of any sort. They did a very fine job.

Over $1200.00 proceeds was turned over to the Bagley family. John Bagley, a member of the Golden Eagles, was severely injured in an accident, and his wife suffered a fatal heart attack shortly afterwards.



Taking the blindfold off his eyes after the "Blindfold Race", Golden Eagles run participant looks to the judge to tell him how close he came to winning. $1200 was collected for needy family.

Everyone pitched in and did his or her share. "Lucky" Luckenbill started long before the run, and accounted for over $200.00 on his own. Donations rolled in from all sides during the trophy presentation.

Good Deal

The Eagles tried a new method of dealing poker hands. At the start, every entry received a check point card with his poker hand covered by a small sticker. Almost every hand would have been a winner at most poker runs. Straights, flushes and full houses were the order of the day. It took a straight flush to receive mention in the finals!

Field events, monitored by Norm Williams, included a slow race, a blindfold race, and what might be called a "Dizzy Race."

Including late entries, 323 riders had a mighty enjoyable day, and at the same time they helped a fellow rider in his time of need. Everyone headed for home feeling the day was very well spent.

Mr. Crazy Injured

PFC. Jim Nicholson, better known to fans of speedway and AMA professional racing as "Mr. Crazy" was struck by a hit-and-run driver on a Los Angeles freeway Sept. 29 and suffered two broken legs.

Nicholson was placing flares to warn motorists of a stalled car and was taken to Long Beach Naval Hospital. Ho Chi Minh and the Viet Cong can breathe a little easier now, Mr. Crazy won't be coming to Viet Nam until he recovers.

SCMA MEETS IN NORWALK

Remembering the "cool" meeting of the SCMA in September, Southern California Road Riders will be happy to hear that October's monthly meeting will be held in Carter Hall in Norwalk Park. The change in location also makes necessary a change of dates. Meetings have been moved to the first Monday of every month. All Road Riders welcome. Time: 8:30 pm.

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Left to right, John Green, Walt Burres, Don Coleman and Dick Maile.

Jerry Dan Slavens, left, and Ralph Gutierrez.

Story by Lisa Willis

TROPHY SWITCH

Photos by Bill McKee

Just to let the pit men know it's not all hard work and no reward for them, on a recent Friday night at Sacramento (Cal.) National Raceway they pulled a switch. Racers Ralph Gutierrez decided that his pit man was much to blame for the success of his bike, which Jim Rodaer has been riding and winning with. The pit man receiving the trophy was Jerry Dan Slavens.

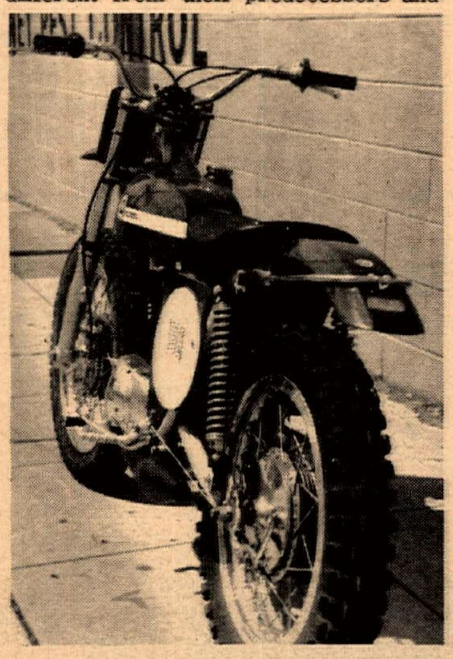
Extra Brass

For a little extra they have been giving high point trophies for the month in the Novice classes. The trophies have been donated by various motorcycle shops. This month's trophies were donated and given out by Dick Maile, new owner of Jerel Sport Cycles at 10001 Folsom Bld., Sacramento. The winners of these trophies were, Don Coleman 151G Bultaco mounted from Santa Rosa in the 250cc class, John Green 97K Kawasaki mounted from Carmichael in the 200cc Novice class, and Walt Burres 132K on a Moto Beta from North Highlands, in the 100cc Novice class.

Montesa 360 Cappra

Test and Photo by Bill Pettigrew

Out of the crate, the Montesa 360 Cappra GP is one of the fastest, most power to the ground, finest handling, no-bones-about-it scramblers to be offered to the American enthusiast today. Despite a rather shaky reputation as to being reliable in the past, the new Montesa line is now one of the most reliable offered. The new bikes are completely different from their predecessors and the results are very evident in the record that the factory riders, Ron Nelson and John De Soto, have set in the last six months. Probably two of the hardest riding men on the moto-cross circuit have not been able to cause one single major engine or suspension problem during the entire season. This tribute to the sturdiness of the new 250cc Cappra and 360cc Cappra should not be looked on lightly. As far as the California desert is concerned, Montesa rider Tim Smith has proved the power and reliability of the new 360cc Cappra will be hard to match, much less beat.



With such a simple engine as is used in the many big bore two-strokes available today, it is an increasing wonder how so much power is extracted from these machines. The Montesa 360 is rated at 38 bhp (brake-horsepower), which puts it right up there with the rest of the top five competitors in its class (two-strokes). The 360 engine is not an enlarged version of the 250cc but a completely new unit. The barrel, head and crankcase are made of aluminum. The cylinder liner is nickel-alloy. The crankshaft is carried by a whopping four ball bearings with a caged needle roller bearing used at the lower end of the rod. Loose needle rollers are incorporated at the small end of the rod. The famous Montesa clutch design that incorporates seven all-steel driver plates and eight driven plates should prove to be near indestructible. Straight cut gears are a help in transmitting the gross power to the four-speed transmission.

As far as starting goes, a certain monthly magazine reported it the hardest starting machine they had ever tested; funny, we got the rig started with one or two jabs every time. Granted it could be difficult if an inexperienced rider were to attempt to start the 360, as all he would end up doing is to load it up. The kick-starter does have a very short thorow and doesn't turn the engine over five times like that of the other brands, but a little care and the proper procedure should make it a one, two, or three-kick starter most of the time.

There are two different set-ups available to the prospective buyer and these are in the form of the American version, which is blue and has the 19-inch front end, and the orange Continental version with the moto-cross gearing and the 21-inch front end. There is also an optional 3.5 gallon tank available for the desert people that will replace the standard 2-1/4 gallon rig.

The Montesa 360 Cappra GP is certainly a man's motorcycle and will take you to the winner's circle in style if you have enough hair to keep this super-powered Spanish product on the pipe. The 360 is now available for $1140.00 which puts it in the lower price range for this size of two-stroke.

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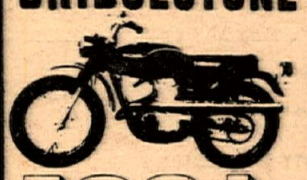
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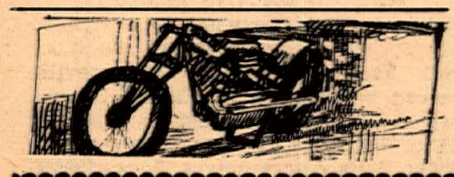
TRADE: Home-built Go-Kart, West Bend powered, for large wheel mini-bike. (213) 423-4707 after 6 p.m.

'67 GREEVES CHALLENGER springer forks, Filtron air cleaner, comp. release, skid plate, dual ignition, brake rod, good condition. Call after 6:00 p.m. (213) 835-6167.



SELLING my 1967 TR6-C, Cerianis, stock parts, all desert, dirt extras, licensed, exceptionally clean. Alsto two Tri. engine/trans. (parts), and early 1967 Husky 250. Cliff (213) 596-8576.

1965 BULTACO Metisse, recently rebuilt, many spares – must sell $375.00. (714) 846-0992.

TRADE: Yamaha 100 Twin - desetized, Honda 305 Super Hawk for 200cc-350cc bikes – Tohatsu parts. (213) 359-7401.

FOR SALE: 1966 Triumph Rickman Metisse 650cc. 675-1922.

HONDA 305 Scrambler, desert ready, many extras, best offer (213) 324-5385.

1967 100cc YAMAHA Single. Full race engine, set up for scrambles, like new $325.00. (213) ME 0-3709.

250cc DT-1 YAMAHA, 3 mo. old, full Gyt kit, plus all stock parts $725.00. (213) ME 0-3709.

FOR SALE: 2–R.E. 700cc basket cases, N.S.U. 250cc 1963 H-D 3 wheeler, mags need engine work. Tri. part also. (213) 941-6962 nites & weekend.

1967-1/2 PUR–SANG 5 speed, many extras $595 or offer. (213) 592-5922 or (213) 427-6464.

SCRAMBLIN AROUND

By Maureen Lee

If you are one of the rare few who have a motor or frame number on your scooter that could be questioned you'd better make sure that you have the appropriate proof of ownership with you that all is legal if you attend the track as the police may check it over. It seems a bore, but if someone had once stolen part of your 40 incher you'd be mighty happy if one day the police caught up with him and got your engine back.

Sunday practice days will start soon at the new Huntington Beach, Calif. track, giving us another place to go run around when there isn't a race scheduled or you don't feel like racing. Perris starts its Open Sundays again in September and we felt sorry indeed for owner Gerry Burton and his wife Grace this Sunday. They attended the Opening and had to listen to the announcer keep saying "Now you don't have to drive all the way to Perris, you can come here" or words to that effect. A bit of a smack in the chops, we think, but one we know wasn't intended.

Anyway, we know that Perris won't suffer because of the new track in either races held there or practice Sundays. Any racer knows he can't patronize one track only or he'll never develop into a good rider. Both tracks are completely different, Huntington being a fast California TT-type and Perris an up and down-hill scrambly type.

Loophole In A.M.A. Rule?

Now when have we ever had a Corriganville when there hasn't been a hassle or someone trying to start one? Each year the race gets bigger and better. So if you're a Novice, particularly in the 250 or 500 division, you'd better get an entry in pronto or you're going to be out. Already, at this early date, there are few places left in those classes. Even the Powder Puff has 17 entries.

One small goodie we would like to say. This Grand Prix pays District 37 points for scrambles and desert. So why can't a chap who rides desert races, even though holding a Class "C" Expert license, sign up with his desert number? DIG???

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and his sources, and are not necessarily the opinions of this newspaper or even the truth.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's Column.
—The Publishers.

12-Hours of Endurance

You who enjoy racing and its novelties really missed something if you didn't attend the 12 hour production race at Willow Springs this weekend. Besides all the natural excitement and frustrations of a race, the sheer beauty of seeing the bikes running on the course with their lights on in the pitch dark of the desert was a sight to behold. To everyone's surprise, instead of the 10 or 15 finishers we thought there would be, better than 35 out of the original starting field finished.

Next year's event should offer even more in the way of showmanship put on by the racing teams and the individual sponsors as well as the factories. If anyone had the opportunity to go down and see the Custom Engineering pits which, by the way, sponsored the over-all winning bike, they would have seen one of the best operating pit crews and organization in motorcycle racing that we have ever had the opportunity to see. With their bright lavendar hats and sharp white pit uniforms and matching motorcycles, tool boxes, fueling tanks and accessories, they were a delightful sight.

At one time a tire was changed, the bike was refueled with oil and gas and a rider was exchanged, all in the period of 1 min. 57 sec. which would be hard for even the Indianapolis boys to beat. We look forward to more crews and equipment of this type for next year.

Barring a few mishaps and a few mistakes, the event came off very well. A great deal was learned of the problems involved in putting on a 12 hour event, especially with running the last 2-1/2 hours in darkness. (ED. NOTE: See full report on the 12-hour road race next issue.)

International Circus Coming

Now that we have entered the month of October, most of the moto-cross fans can look forward to the European teams coming to the United States the latter part of this month. Of course, they will not have the opportunity to see these riders in California until the middle of November, but those of you on the east coast will have your first opportunity to see them in Pepperell, Mass. on October 20 and then in Mid-Ohio on the 27th. They will then be in Wichita, Kansas on November 3rd and in Dallas, Texas on the 9th and 10th. Then they will be in California at Westlake on the 16th and 17th, Santa Cruz on the 24th and Carlsbad on December 1st. The final event which will be the championship event will be held at Saddleback Park on December 8th.

I think more of our riders will be prepared to compete with the Europeans this year and they should fare much better than they have in the past.

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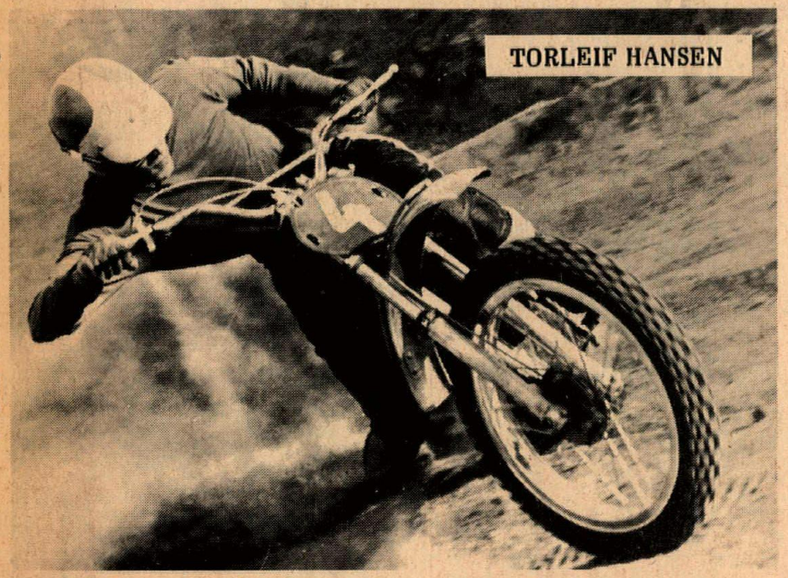


Meet The International Moto-X Riders

TORLEIF HANSEN, 20, is the youngest rider in the European contingent and comes from Sweden. This season he won a lot of memorable motos and has always been battling among the best top riders. Bing just 20 means that he has not much experience. This is his second year as a senior rider. As a junior, he was nearly unbeatable and today he still does wheelies, jumps, etc. which only a few other riders are capable of during moto-cross races.

Fully works supported, Husqvarna is waiting for Hansen to take over the place as number two rider in the team, after Torsten Hallman.

CHRISTER HAMMARGREN, 24 is always number two, says his friends. That means that Chris has not yet won a Grand Prix meeting but he has been second in three. Earlier he was fighting in the 500cc class but when the two stroker came to the 500 class he switched over and was on a home-built machine, a real bomb shell. This year he went back to the 250cc class and in the 250cc team world championship, Trophe des Nations, he was second (once more) and best Swedish rider home with the crown. This year he was 10th in the World 500cc Championship standings.

TORSTEN HALLMAN, 29, is the most famous rider in the contingent with all his individual titles. Total, he has won 37 Grand Prix meetings in the 250cc class and these have given him five individual world titles.

He is the number one ambassador from Europe and this trip is his third to America. It was two years ago that he introduced European Moto-Cross to the U.S.

Hallman won his world titles 1962, '63, '66, and '67 and for him Husqvarna made their first "big" twostroker, a 400cc machine to win the 500cc World Team Championship, Moto-cross des Nations in 1963, where the Swedish team was second.

Torsten is said to have a movie camera in his head for Moto-Cross. When training, he takes films from the best ways around the course and mixes them to determine the perfect line. When he is in the heats, the camera shows the film lap after lap and he knows every place to go after bends, jumps, etc.

No other rider has as much experience as Hallman. He is not only a good rider, he is a top mechanic with skill enough to make every necessary repair of his machine.

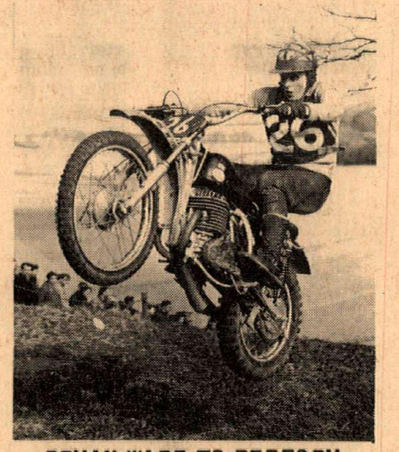
DAVE BICKERS is the only British rider on this tour. Having turned 30 years old, he declares that he will leave International World Championship Moto-Cross and instead do more usual Internationals and spend more time in England. He was only 10 when he began riding, and that was on a Norton. He raced his first scrambles at 16 and earned a works Dot at 18. 1960 and 1961 he was European Champion in the 250cc class on a Greeves and when he got the British distributorship of Czechoslovakian CZ motorcycles, he got a works contract also with the factory and they sponsored him 1966 and 1967 in the 500cc class. Last year he won two 500cc Grand Prix meetings and he has won 17 in the 250cc class.

JEF TEUWISSEN is the Belgium sand course specialist number one. Just watch his relaxed style when he is flying over all sand leaving his fellow riders farther back every lap. This year he has been works-supported by Husqvarna for the 500cc class. He finished 9th in the standing. Together with Joel Robert, he is the most popular moto-cross rider in his home country, where he has thousands of fans following him from race to race. Just to show everyone that they are friends of either Teuwissen or Robert, fans wear caps with their favorite riders name on.

ROGER DE COSTER, 24, is well known in American after his last year's trip over. He is a real world beater, but without the necessary luck. On his motorcycle he does things when jumping, which now are named "DeCoster style." In 1966 he started off in the 250cc class and was 7th in the championship. Last year he went to the larger class and is there also this season. When he won the Italian Grand Prix on a dirty and wet course, people were interested enough to put their money on him as a world title winner, but bad luck did not leave him, and he ended 5th in the 500cc tabel.

JOEL ROBERT, 24, is "The Man" of Belgian Moto-Cross. When in 1964 he won the Belgian Grand Prix and went on winning more Grands Prix and was the youngest ever to win the world title, the world was waiting for him. But for four years he has had to fight for the world title, which he lost to this year's Russian Champion Viktor Arbekov, and Torsten Hallman.

Winner of twenty-five 250cc Moto-Cross Grands Prix, Joel has been runner up in the fight for the World Championship title for a couple of years. Since 1964 he has been fully works supported by CZ.



BRYAN WADE TO PERFORM IN MOTO-X SERIES

Importer and distributor Nick Nicholson of No. Hollywood, California, has invited the Greeves factory to send BRYAN WADE to the United States to compete in the series of moto-cross which starts on the East Coast and runs on out to the West Coast. Wade will be riding 250cc and 360cc Greeves scramblers.

The Greeves factory and Nicholson will be co-sponsors of Wade to the U.S.

He will be the guest of Nicholson who will take him to all races held in Calif.

CYCLE NEWS

25 CENTS

October 24, 1968

The Only Weekly Newspaper in Amer ica That Gives a Damn About Motorcycles

Voted the most popular rider at Washington State Sidewinders track for the '68 season, Mark Williams and his aggressive Triumph 4q finished second in point standings, after winning more events than any other rider. Here he is winning the Sidewinders' Championship. Photo by Don Abrahamson.